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ENGLAND'S TEST TEAM.

**THIRTEEN PLAYERS
SELECTED.**

**DULEEPSINHJI AND ROBINS
INCLUDED.**

A FEW SURPRISES.

London, June 6.
It was officially announced today that England's team for the first Test match against the Australians, which will start at Nottingham on June 13 and will last for four days, will be selected from the following thirteen players:

A. P. F. Chapman (Kent-Captain).

G. Duckworth (Lancashire).

K. S. Dulcepsinhji (Sussex).

W. R. Hammond (Gloucester).

E. Hendren (Middlesex).

J. Hobbs (Surrey).

H. Larwood (Notts).

R. W. V. Robins (Middlesex).

H. Sutcliffe (Yorkshire).

M. W. Tate (Sussex).

R. Tyldesley (Lancashire).

Jack White (Somerset).

F. E. Woolley (Kent).

Chapman.—It was under the leadership of the old Uppington boy and Cambridge Blue that England regained the "Ashes" in the Test at the Oval in 1926 and kept them as a result of the 1928-1929 visit. He also captained the Motherland in the Home Test matches against the West Indies and throughout the early part of the present season has been a strong candidate for the leadership of the team. Appearing for Gentlemen v Players at Lord's at the age of 20, his breezy batting and alert fielding in the country at once made him a public favourite, but since then he has put on weight and now fields much nearer to the wicket. Born at Reading, September 3, 1900.

Duckworth.—It is not generally known that the Lancashire wicket keeper, who performed so well for England during the last tour in Australia, qualified for Warwickshire and played the first County game of his career against Gloucestershire. Duckworth possessed no chance of superseding Smith, and on the retirement of Blomley he had the good fortune to step into the Lancashire vacancy. In 1923 he was picked for the Players v. Gentlemen at Lord's and in the following year got place in the England team v. South Africa at Old Trafford. Rain spoiled any chance of distinction there. When the West Indies paid their visit in 1928 he appeared in the third Test at the Oval and then followed his selection for Australia, where he kept in all the tests. Born at Warrington on May 9, 1901.

Dulcepsinhji.—His right to play for England has been eagerly discussed this year and general satisfaction will be felt at his inclusion in the team. He began his education at Cheltenham College where he captained the cricket team in 1923. In 1925 he played for Cambridge in the Varsity match as a Freshman and then made his debut at Lord's. He appeared three times for the Light Blues and in 1927 put up his own individual record of 250 not out. His crowning triumph in English cricket occurred last August at Hastings when he scored 115 and 246 for Sussex against Kent. He put up a number of fine scores on tour. Born in India on June 13, 1905.

Hammond.—No professional except perhaps Jack Hobbs, has attracted more attention since the war than Hammond. He put the seal on his fame in 1928-29 when he toured Australia with the M. C. C. During that season he beat a record previously held by Sutcliffe with regard to the highest Test aggregate in one campaign by scoring 905 runs and securing an average of 113.12. His inning of 251 at Sydney was the second best of a long series of matches and his own highest score. His previous best was 250 not out against Lancashire in 1925. He also toured South Africa. He was also at Dover on June 19, 1930.

(Continued on Page 14.)

"RUNS" ON CHINESE BANKS.

**MANY DEPOSITORS WITH-
DRAW THEIR MONEY.**

EXCHANGE EFFECTS.

Consequent on the reports of two prominent native banks having failed, there was a "run" on the Industrial and Commercial Bank, Limited, in the Queen's Road Central, and the Bank of East Asia, in Des Voeux Road Central, yesterday and this morning.

A representative of the Telegraph visited the two banks this morning and found hundreds of Chinese depositors awaiting an opportunity to withdraw their deposits.

In a statement to our representative the officials of the two banks said that they had absolutely no connexions with the two banks which were alleged to have failed this week consequent on heavy speculations in exchange.

Mr. T. H. Lin, the Manager of the Commercial and Industrial Bank, told our representative that his Bank experienced a similar "run" in 1916 following the failure in Hongkong of another Chinese bank which had nothing to do with the Industrial and Commercial Bank. Mr. Lin added that yesterday only \$100,000 was drawn out from the Bank, which was still in a strong position.

The Industrial and Commercial Bank opened until eight o'clock yesterday evening and will remain open until six o'clock this evening to permit depositors who wish to draw their money an opportunity of doing so.

The Bank of East Asia will likewise open the whole day to-day despite the fact that it is Saturday.

CHANNEL TUNNEL.

**WHY SCHEME WAS NOT
THOUGHT FEASIBLE.**

London, June 6.
A White Paper says that the Channel Tunnel scheme was rejected owing to the element of doubt about the feasibility of its construction, the weakness of the economic case, the great cost, the long period before the capital expended could fructify, and the small amount of employment provided.

The Government, in addition to the economic and military considerations, reviewed the possible diplomatic reaction. The Committee of Imperial defence were unable to find a single advantage from a military viewpoint. On the contrary, it would increase the military commitment.—Reuter.

**THE RESULT OF
THE OAKS.**

**AN EASY WINNER AT
SEVEN TO ONE.**

London, June 6.
The result of the Oaks, run at Epsom to-day over a course of one and a half miles, was as follows:

Lord Glanely's Rose of England 1
Lord Howard Walden's Wedding 1
Favour 2

Lord Beaverbrook's Micmac 3
Fifteen ran, the race being won by three lengths, with two lengths between second and third.

Betting was 7/1 Rose of England 33/1 Wedding Favour, and 33/1 Micmac.

The favourite, Lord Derby's Fair Isle, at 5/4, was fourth.—Reuter's and British Wireless.

**THE WHITSUNTIDE
HOLIDAYS.**

London, June 6.
Owing to Whit Monday, no British Official Press will be transmitted on Sunday or mid-day on Monday. The usual service will be resumed 8 p.m. G.M.T. Monday when a summary of the Indian Statutory Commission Report will be transmitted.—British Wireless.

OCCASIONAL RAIN.

The local weather forecast till to-morrow is:—North-west or variable winds, moderate; generally overcast, occasional rain.

**NATIONALISTS IN
JEOPARDY.**

**DOUBLE THREAT TO
GOVERNMENT.**

**FOREIGN CONCERN OVER THE
TSINAN OUTLOOK.**

FIERCE BOMBARDMENT

Shanghai, June 6.

For the first time since the establishment of the National Government at Nanking, Marshal Chiang Kai-shek is facing a double military crisis in North China. In face of the concerted attacks against him by the Kwangsi and Kuominchun allies from Shantung and Hunan, the Nationalist regime may be seriously jeopardised.

The Coroner said that Detective Sergeant Willis, when he visited Professor Wollaston's room, had a warrant for the arrest of Potts. When Potts was told to come to the Police Station, he produced a revolver and fired twice at Willis, who tried his utmost to save Professor Wollaston, but was himself seriously wounded.

Potts then shot Professor Wollaston dead and thereafter shot the jury returned verdict of murder and suicide whilst of unsound mind.

The Coroner expressed the opinion that Potts, who was about to be arrested for the theft of a pistol, was temporarily demented after the strain of being away from the University without leave for ten days.—Reuter.

Tsinan Besieged.

A fierce bombardment by the Shansi rebels against the Nationalist defenders at Tsinanfu has been continuing since Thursday and it seems that the fighting along the Tientsin-Pukow Railway for the possession of Tsinanfu will greatly endanger the Nationalist Headquarters at Hsichowfu.

With the Shansi rebels marching rapidly towards Nanking, the situation is indeed very precarious and full of grave possibilities.

In many directions along the Tientsin-Pukow Railway the Nationalist soldiers are shortening their defensive lines in an attempt to concentrate on Hsichowfu and Tsinanfu near Tsinanfu for a final struggle with the Shansi insurgents.

The Shansi and Nationalist forces are fighting at Changting which is only ten miles to the south-west of Tsinanfu. The Shansi Commanders are launching heavy artillery bombardments on Changting and gun-firing there could be heard at Tsinanfu throughout yesterday.

Residents' Panic.

Pandemonium prevails among the Chinese residents at Tsinanfu consequent on the presence of thousands of Nationalist troops and throughout yesterday the Chinese shops closed their doors, suspending business while refugees poured into Tsingtao travelling along the Tsinanfu Kiaocho Railway.

General Han Fu-chu, officer commanding the Nationalist defenders, issued a public statement this afternoon to the effect that conditions along the Tsinanfu-Kiaocho Railway are perfectly safe because of the presence of over ten thousand Nationalist soldiers taking up positions along the districts.

Japanese bankers have removed all their bullion at Tsinanfu to Tsingtao, expecting an early fall of Tsinanfu to the Northerners. All American merchants and residents have withdrawn from the city, while this morning witnessed the arrival of a contingent of Japanese police from Tsingtao.

Members of the family of General Han Fu-chu are amongst the thousands of Chinese refugees who left for Tsingtao yesterday. Thousands of Nationalist troops have been leaving Tsinanfu for Tsinanfu and it seems that the Nationalist troops will soon give up Tsinanfu to retreat towards Tsinanfu.

Legation Conference.

In view of the critical situation at Tsinanfu and the serious danger facing foreigners, a Peking report says that the Ministers to China of Great Britain, the United States and Japan met yesterday in the Peking Legation Quarter and had a discussion regarding Tsinanfu affairs. It is understood that a telegram has been dispatched to the respective Consuls to warn foreigners to withdraw from Tsinanfu if the situation does not improve shortly.

(Continued on Page 14.)

**VARSITY TRAGEDY
INQUEST.**

**MURDER AND SUICIDE WHILST
OF UNSOUND MIND.**

THEFT OF PISTOL.

London, June 6.
The inquest was held to-day on the three victims of the Cambridge University tragedy of Tuesday last, when a first-year undergraduate named D. N. Potts shot dead Professor Alexander Wollaston, his tutor, then shot Detective Sergeant Willis (who later succumbed) and finally fatally shot himself.

The Coroner said that Detective Sergeant Willis, when he visited Professor Wollaston's room, had a warrant for the arrest of Potts.

When Potts was told to come to the Police Station, he produced a revolver and fired twice at Willis, who tried his utmost to save Professor Wollaston, but was himself seriously wounded.

Potts then shot Professor Wollaston dead and thereafter shot the jury returned verdict of murder and suicide whilst of unsound mind.

The Coroner expressed the opinion that Potts, who was about to be arrested for the theft of a pistol, was temporarily demented after the strain of being away from the University without leave for ten days.—Reuter.

**THE DAVIS CUP
CONTEST.**

**AUSTRALIA LEAD OVER
ENGLAND.**

Eastbourne, June 6.
In the third round of the Davis Cup Competition, England and Australia met to-day. The match is expected to yield the potential finalists in the European zone against America.

Australia made an excellent beginning, winning the first two singles, although both were keenly contested.

Crawford (Australia) beat Lee (England) 3/6, 6/2, 4/6, 6/2, 6/2. Hopman (Australia) beat Gregory (England) 8/6, 6/4, 9/7.—Reuter.

**AMERICAN COTTON
SITUATION.**

**STABILISATION CORPORATION
TO BE FORMED.**

New York, June 6.
Acting on the advice of the Cotton Advisory Committee that an emergency exists in the American cotton market, the Federal Farm Board announces the impending formation of a Cotton Stabilisation Corporation, similar to that previously formed for wheat.

It is understood that the Corporation will take over that portion of the 1929 crop surplus now held by co-operative associations.—Reuter's American Service.

GOLF CHAMPIONSHIPS.

**THE IRISH AND FRENCH
FINALS.**

London, June 6.
At Portrush, the final of the Irish Open Golf Championship was won by C. Whitcombe, with a score of 289.—Reuter.

La Bouille, June 6.

In the final of the French Open Amateur Golf Championship, Von Elm (America) defeated R. Morrison by 9 and 8.—Reuter.

**MISS BONDFIELD LEAVES
FOR GENEVA.**

London, June 6.
Miss Bondfield, Minister of Labour, left London for Geneva to-day to attend the 14th session of the International Labour Conference.

**NARROW WIN FOR
GLAMORGAN.**

**DERBYSHIRE FAIL BY
29 RUNS.**

**ROBINSON'S FINE WORK FOR
YORKSHIRE.**

HAMPSHIRE ROUTED.

London, June 6.

A close victory by Glamorgan over Derbyshire and an excellent batting and bowling performance by Robinson of Yorkshire were features of the County cricket matches which ended to-day. Glamorgan beat Derbyshire by only 29 runs. Robinson enabled Yorkshire to secure an easy victory over Hampshire when he scored a century in Yorkshire's only innings and took a total of eleven wickets for 83 runs.

The Results.

The results of the matches are given in brief below:

The Australians beat Middlesex by five wickets.

Yorkshire beat Hampshire by an innings and 100 runs.

Lancashire beat Oxford by an innings and 39.

Kent beat Essex by 302.

Cambridge drew with Somerset.

Surrey won on the first innings against Sussex.

Glamorgan beat Derbyshire by 29 runs.

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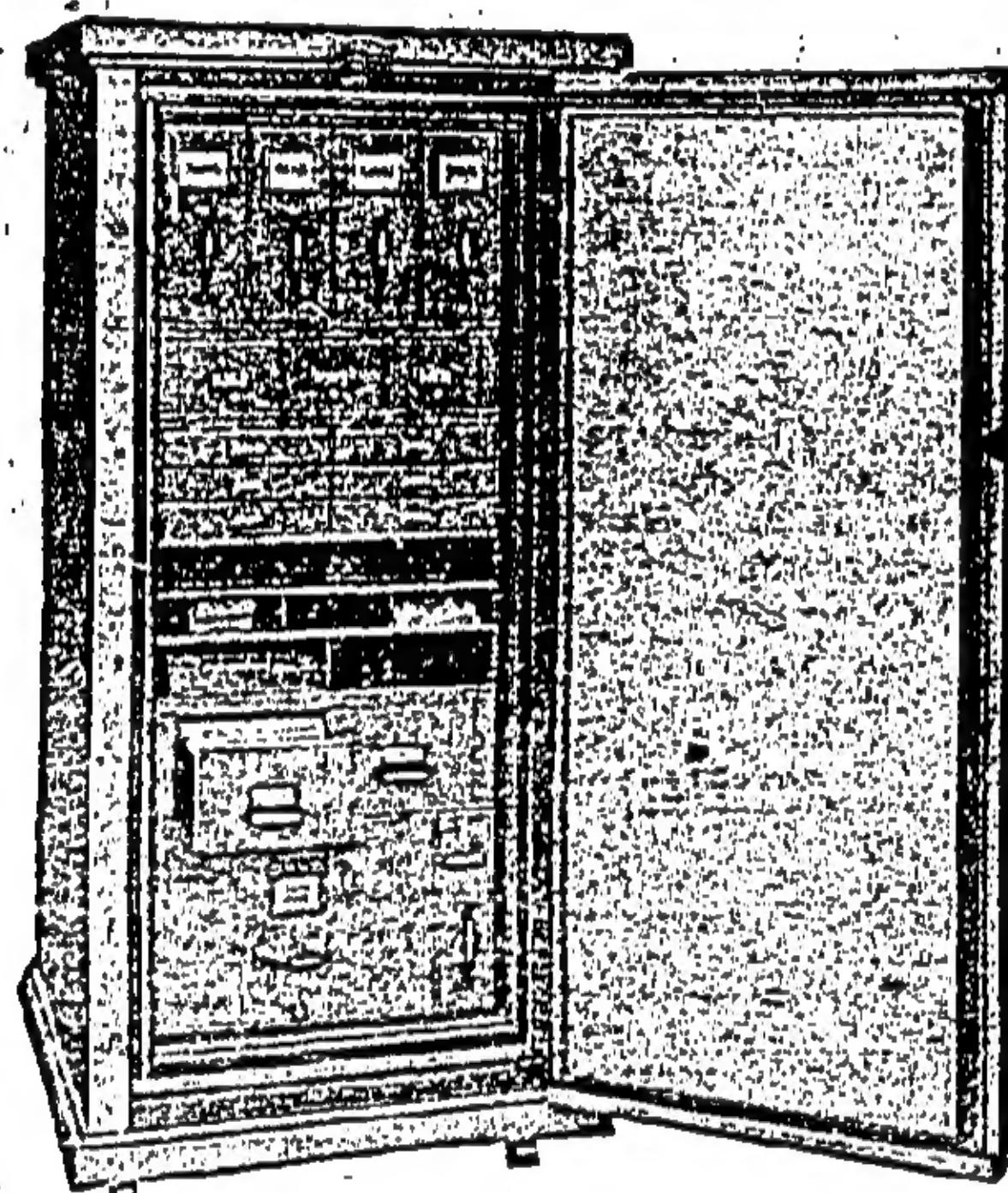
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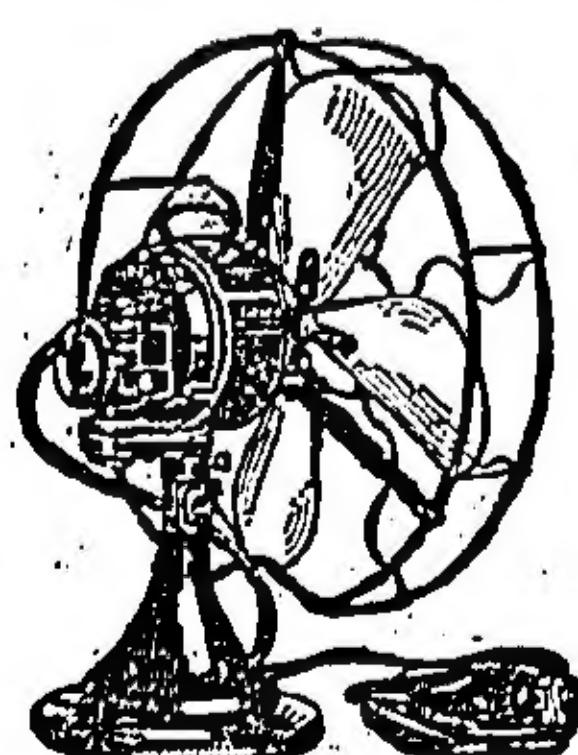
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HOTEL CASE.**EXPERT WITNESS CLOSELY QUESTIONED.**

The principles of refrigeration and the importance of the temperature of water were dealt with in cross-examination by Mr. Eldon Potter, K.C., yesterday afternoon in the Supreme Court, when the Hotel case was continued before the Chief Justice (Sir Joseph Kemp).

Meissner, Andersen, Meyer and Company, are suing the Hongkong and Shanghai Hotels Limited, for \$25,885.20 in respect of the installation of a refrigerating plant and ice cream plant at the Peninsula Hotel, while defendants are counterclaiming for \$140,000.

Mr. H. G. Sheldon is for plaintiffs and Mr. Eldon Potter, K.C., together with Mr. F. C. Jenkins is defending.

Principles of Refrigeration.

In his cross-examination of Mr. Hacker, Mr. Potter dealt first of all with the principles of refrigeration. Witness agreed that if water was sprayed into a heated chamber which was hotter than 212 degrees, the water would vaporise and would continue to absorb heat and vaporise until the temperature was brought down to 212 degrees.

Witness further agreed that ammonia would vaporise at a much lower temperature. In fact it would, roughly, continue to vaporise until the temperature was reduced to zero, hence its use in refrigerators.

Mr. Potter went on to deal with the two main ammonia systems of refrigeration, the Direct Expansion System and the Brine Cooling System. Witness agreed that with the former system ammonia was passed through pipes installed in the room to be cooled and the ammonia, in passing through the pipes, absorbed the heat in the room, and in doing so became vaporised.

The Brine System.

The drawback to that system was the possibility of leaks and that difficulty was got over by using the Brine Cooling System. In that system the ammonia was first passed round pipes through which brine was being continuously pumped, consequently absorbing heat from the brine which, in its cold state, was passed through coils situated in the cold room, thereby absorbing heat from that room. In that way a room was refrigerated without the ammonia entering the room.

Proceeding, witness agreed that the difficulty then was to deal with the ammonia gas which resulted through the ammonia absorbing the heat. If a release valve was provided that would be an end of the matter but such a course would be far too costly and the next difficulty to overcome was to condense the gas into liquid ammonia again for further use.

Condensation.

Mr. Hacker agreed that at a pressure of 180 lbs. per square inch liquid ammonia would vaporise at 94 degrees F.

Mr. Potter:—And the converse is equally true. If you subject

PEASANTS MURDERED AT TUNGKOOON.**EXTRADITION OF FUGITIVE APPLIED FOR HERE.**

The murder of two peasants by robbers intent on stealing their bullocks, said to have occurred on April 25th at the village of Yuet Tong, the seat of the Tang clan in the Tungkooon district, was the subject of extradition proceedings, resumed before Mr. Lindell yesterday afternoon, for the surrender of Tang Ying, a suspect.

The case for the Crown is that the fugitive, who is also known by the pseudonym of *Hak Kwat* Im, i.e. "Black-boned Im," was one of a gang of seven or eight men who participated in a double murder, accompanied by robbery, which took place at Yuet Tong Village.

A peasant who was working on the fields had previously seen two fellow-villagers, Tang Sik-kwan and Tse Shiu-on pass by, each leading a bullock. A few minutes later he heard considerable shouting, and then saw two men pursuing two others who were running away with the animals.

Sik-kwan and Shiu-on, while still running after the bullocks, were stopped by four other men, armed with short fire-arms. The fugitive was one of these four men. He was seen, so a witness alleged, to fire at Sik-kwan, who fell.

After the murder, the fugitive disappeared from the village, being seen again until his arrest in Hongkong.

The case was adjourned, Mr. Rendall appearing for the defence.

ammonia to a pressure of 180 lbs, then bring it into contact with a substance which will cool it below 94 degrees F. it will condense?—Yes.

Mr. Hacker further agreed that compressors in a plant were for the purpose of compressing the ammonia gas to 180 lbs and then cooling it with water colder than 94 degrees F. after which it condensed and fell back into a receptacle in liquid form for further use.

Mr. Potter:—The object of a compressor is to compress the gas and thereby increase its temperature to such a height as will enable it to be liquefied by means of the water available on the plant?—Yes.

Mr. Hacker added it was not necessary to compress the gas to 180 lbs. if very cold water was available, and Mr. Potter agreed.

Gas Liquified.

Witness further agreed that a pump pumped water to the condenser where it cooled the compressed gas and liquefied it. He said the temperature of the water was of vital importance, and would be one of the first things he would investigate. In his contract he made a provision that the water should not be hotter than 70 degrees with summer heat at 90 degrees in the shade, that 120 gallons of water per minute should be supplied and that it should be of adequate purity.

Witness said he was assured of those conditions by Mr. Brearley.

Counsel said that Mr. Hacker was trying to put the blame on

Mr. Brearley.

The case was adjourned until next Tuesday morning.

COMPANY MEETING.**REPORT OF UNION ASSURANCE SOCIETY LIMITED.**

The report of the Directors of the Union Assurance Society Ltd., which was submitted to the ordinary general meeting held on April 25, 1930, was as follows:

1. The Net Premiums for 1929 amounted to £1,144,098 1s. 8d., the Claims paid and outstanding amounted to £587,244 1s. 2d.

From the profits of the Department the sum of £67,303 5s. 1d. has been carried to Profit and Loss, leaving the Fire Insurance Fund at £1,375,235 17s. 6d.

Accident Department.

2. The Net Premiums for 1929 amounted to £696,793 1s. 11d.; the Claims paid and outstanding amounted to £382,124 3s. 11d.

From the profits of this Department the sum of £25,000 has been carried to Profit and Loss, leaving the Accident Insurance Fund at £120,947 13s. 7d.

Profit and Loss.

3. The Directors recommend payment of a dividend of £100,000, of which sum £20,000 has already been paid as an Interim Dividend, together with a bonus of £25,000. The balance of the Profit and Loss Account, after providing for the foregoing, £84,247 0s. 8d., has been transferred to General Reserve Fund.

4. The following Directors, Lord Stanmore, Mr. Robert Armitage, Mr. Strachan C. Clarke, Mr. Sidney Mortimer, Mr. E. Roger Owen, Mr. E. V. Reid and Mr. Allen Woodroffe retire from office, and, being eligible, offer themselves for re-election.

5. The Auditors, Messrs. Safery, Sons and Company, Chartered Accountants, Mr. A. Dodds Fairbairn, C. A., and Mr. Chas. E. Fletcher, F.C.A., retire and, being eligible, offer themselves for re-election.

Mr. Brearley, who was not the refrigerator expert. The defence would be that Mr. Brearley could never have made that statement and they would prove it. Mr. Brearley first arrived in Hongkong in February, 1928.

Mr. Brearley stated he thought Mr. Brearley obtained his information from his predecessor.

High Water Temperature.

Mr. Potter pointed out that on one occasion the temperature of the water was 85 degrees, and asked if the plant could possibly do the work it was designed to do with such a temperature.

Mr. Hacker replied that it could not do the work with that temperature.

Asked if he could give any reason why Mr. Brearley should have told him (witness) those facts which were not true, witness suggested that Mr. Brearley might have made a mistake, but Mr. Potter commented he did not think a man could make such a mistake, when the whole of the plant depended upon the temperature of the water.

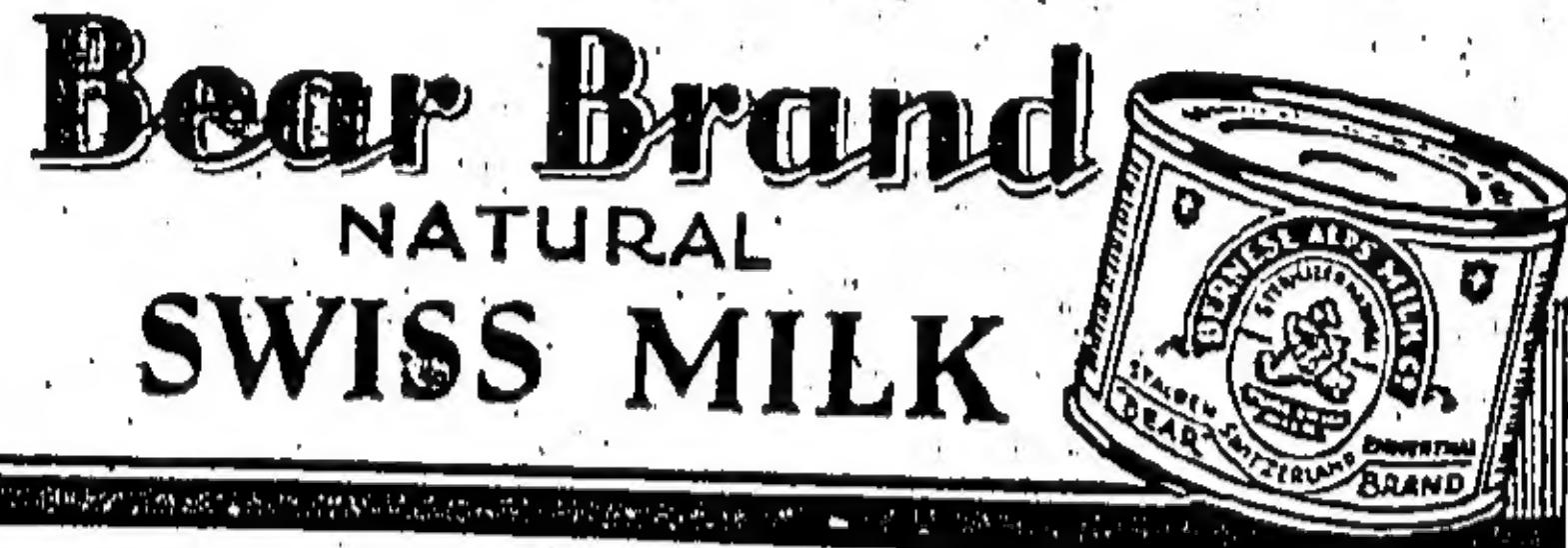
The case was adjourned until next Tuesday morning.



Children thrive on this pure rich Swiss Milk.

There is nothing finer for babies and young children than "Bear Brand" Milk. It is pure rich cow's milk and thus contains all the valuable nutritive and body-building elements for which fresh milk is famous.

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TO-DAY'S WANTS.

GUIDE TO THE COMPANIES' ORDINANCES OF HONGKONG.

In The Form of a Detailed Index
(131 PAGES), COMPILED BY WALTER J. HAWKER, A.C.I.S.
HONGKONG.

The first bell will be rung at 1.30 p.m. on both days.

MEMBERS' ENCLOSURE.

Below are some opinions by professional men who have been favoured with advance copies.

"I have tested it in several instances, and found that in each of those instances, the work fully meets the test."

"For years I have complained bitterly of the lack of an Index to the Companies' Ordinances of Hongkong. The volume will be of great service."

"The work is excellently conceived and very well worked out."

"Every solicitor, barrister and auditor and company secretary will find the work indispensable."

"I heartily congratulate Mr. Hawker on his work."

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INDO-CHINA STEAM NAVIGATION CO. LTD.

The Forty-Ninth Ordinary General Meeting of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co. Ltd., Pedder Street, Hongkong, on Wednesday, the 18th June, 1930, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The Transfer Books of the Company will be closed from the 11th June to 2nd July, 1930, both days inclusive.

By Order,

JARDINE, MATHESON & CO. LTD.
General Managers,
Hongkong, 28th May, 1930.

New Advertisements

BANK HOLIDAYS.

In Accordance with Ordinance No. 5, of 1912, The Exchange Banks will be closed for the Transaction of Public Business on Monday, the 9th of June, (Whit Monday).

Hong Kong, 2nd June, 1930.

HONGKONG TELEPHONE CO., LIMITED.

The Transfer Books of the Company will be closed from the 23rd June, to the 30th June, 1930, both days inclusive.

Dated this 22nd Day of May, 1930.

By Order of the Board.
W. L. MCKENZIE,
Secretary.

PEAK TRAMWAYS CO. LTD.

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders will be held at the Hongkong Hotel, Hongkong, on Saturday, the 14th June, 1930, at 11 a.m. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ended 30th April, 1930.

The Transfer Books of the Company will be CLOSED from Monday, the 9th day of June, to Saturday, the 14th day of June, 1930 both days inclusive.

JOHN D. HUMPHREYS & SON,

General Managers.

Hongkong, 4th June, 1930.

GRANDMOTHER GOES 400 MILES.

RACE FROM THEATRE TO BEDSIDE.

A grandmother's all-night journey of 400 miles to the bedside of her injured daughter ended at Deal.

This was a sequel to the Channel collision between the great German liner Bremen and the oil tanker British Grenadier. Mrs. Robinson, a passenger in the tanker, was injured while saving her children.

Her mother read of the accident while in an Edinburgh theatre.

"I was casually looking through an evening paper," she said, "when I read the report of the collision. I hurried home and found a number of telegrams awaiting me. I started for Deal immediately, travelling all night."

"My daughter's escape from death was wonderful. She was pinned down beneath a radiator, and had to be hauled up to the deck by ropes."

Her Second Thrill.

Mrs. Boyle, wife of the captain of the British Grenadier, was landed at Deal day, and revealed that the collision was not the first she had experienced.

"Some four years ago," she said, "I was on a trip round Scotland in the Duchess of Argyl, when that vessel was run into by the steamship King Edward. But that was not nearly so serious or thrilling as our encounter with the Bremen."

"Hearing shrill blasts of fog-horns and steam whistles so close to us yesterday we hurried on deck just in time to see the huge liner coming straight for us out of the fog, and Mrs. Robinson ran below for her children."

The scheme, in effect, will mean the closing down of plants all over the world for two months.

It is stated that the scheme, in order to be effective, must become operative immediately.

An official announcement on the subject is expected next week.

—Reuter.

BATTLESHIPS AS HOUSEBOATS.

FLOATING HOMES FOR SLUM DWELLERS.

NOT DIGNIFIED.

When our battleships lose their jobs, under the new scheme for smaller navies, why not turn them into houseboats for slum dwellers?

That is the proposal put forward by Mr. Eustace Miles, the food reformer, who urges:

Instead of breaking up old battleships for scrap iron, why not use them as cheap dwellings for the poor?

Mrs. Miles, who shares her husband's enthusiasm for the project, told a Press representative all about their dreams of happy ocean villages.

"As they intend to scrap all these ships, why not relieve slum congestion by housing families in them?" she asked.

"They could be anchored near the shore, with little bridges so that the men could get to their jobs. There are fine sites for such a scheme in the Thames or at Plymouth and all round the Cornish and Devon coasts.

"Of course the ships would have to be altered internally, but that would probably be cheaper than building new houses and pulling down slums.

"And they would be so healthy. The children could play on the decks and get plenty of fresh air.

"There would be such opportunities for community life if families lived in little 'townships' on board ship. You can have such lovely dances between the decks—I've been to some myself. The meals could be cooked in the ship's big galleys and there could be games on deck, and even a church."

Official Horror.

After this enthusiasm it was depressing to meet with the frigid dubiousness of the Admiralty.

"Floating workhouses!" snorted a permanent official when his opinion was solicited.

"The ships are totally unsuitable. The cost of conversion would be huge, and, while it is often thought that ships are worth nothing as scrap, they are actually very valuable.

"Besides, having ships used for this purpose would lower the dignity of the Navy."

THE RESTRICTION PROGRAMME.

SCHEME TO CURTAIL THE OUTPUT.

London, June 6. It is understood that the special committee, nominated by the Tin Producers' Association to accelerate the restriction programme, is considering a scheme to concentrate the bulk of the proposed 20 per cent curtailment of output recommended, into a much shorter space of time, instead of spreading it over a full year as originally planned.

The scheme, in effect, will mean the closing down of plants all over the world for two months.

It is stated that the scheme, in order to be effective, must become operative immediately.

An official announcement on the subject is expected next week.

—Reuter.

POST OFFICE NOTICE

GENERAL HOLIDAY.

On Monday, the 9th inst. the G.P.O. will be open from 8 a.m. to noon, Kowloon Branch Post Office from 8 a.m. to 11 a.m., and other Branch Post Offices from 8 a.m. to 9 a.m.

There will be one collection from the pillar boxes, one delivery of ordinary correspondence as on Sundays and one delivery of registered correspondence at 9 a.m.

The Money Order Office will be entirely closed.

RADIO NOTICES.

Individuals and firms are recommended to register their telephone addresses at the Radio Office. No charge is made for this.

INWARD MAIL.

| From | Per | Date |
|---|---------------------|----------|
| Shanghai and Swatow | Sunning | June 7. |
| Shanghai and Amoy | Tjondari | June 8. |
| St. Albans | June 8. | |
| Australia and Manila | Shirala | June 9. |
| Straits | Kitano Maru | June 9. |
| Straits | Toyohashi Maru | June 9. |
| U.S.A., Honolulu, Japan and Shanghai (San Francisco 17th May) | Tatsuta Maru | June 9. |
| Manila | President Jefferson | June 9. |
| Shanghai and Amoy | Tsainan | June 9. |
| Australia and Manila | Changte | June 10. |
| Japan and Shanghai | Sado Maru | June 10. |
| Straits | Tenyu Maru | June 10. |
| Java | Cremer | June 10. |
| Batavia | Tilieboet | June 10. |
| Japan | Tjikarang | June 11. |
| Japan and Shanghai | Rio de Janeiro Maru | June 12. |
| U.S.A., Honolulu, Japan and Shanghai (San Francisco 16th May) | Fushimi Maru | June 13. |
| Canada, U.S.A., Japan and Shanghai (Vancouver B.C. 29th May) | Pres. Johnson | June 14. |
| U.S.A., Honolulu, Japan and Shanghai (San Francisco 23rd May) | Empress of Asia | June 16. |
| London Parcels 8th May and Straits | Pres. Lincoln | June 16. |
| Australia and Manila | Pyrhus | June 17. |
| Japan and Shanghai | Aki Maru | June 17. |
| U.S.A., Honolulu, Japan and Shanghai (San Francisco 24th May) | Andre Lebon | June 17. |
| Japan | Shinyo Maru | June 18. |
| U.S.A., Honolulu, Japan and Shanghai (San Francisco 25th May) | Tango Maru | June 23. |

OUTWARD MAIL.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close at or before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

| For | Date and Time |
|---|---|
| Shanghai and Europe via Siberia | Kamboe Sat, June 7, 2.30 p.m. |
| San Shui and Wuchow | Tai Hing Sat, June 7, 4 p.m. |
| Manila | Pres. Grant Sat, June 7, 4.30 p.m. |
| Bangkok via Swatow | Kalgan Sun, June 8, 9 a.m. |
| Swatow, Amoy and Formosa | Canton Maru Sun, June 8, 9 a.m. |
| Shanghai, Japan, Canada, U.S.A., Central and South America, Europe via Victoria B.C. and Europe via Siberia | President Jefferson Mon, June 9. |
| | Parcels 11 a.m. |
| | Registration 11.15 a.m. |
| | Letters noon. |
| | (Due Victoria B.C. 27th June) |
| Swatow | Hydrangea Mon, June 9, noon. |
| Manila and Java via Sourabaya | Tjondari Tues, June 10, 9.30 a.m. |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe via Marseilles | Haiching Tues, June 10, 1 p.m. |
| | Antonor Tues, June 10, K. P. O. |
| | Registration 4.30 p.m. |
| | Letters 4.30 p.m. |
| | Registration 5 p.m. |
| | Letters 6 p.m. |
| | (Due Marseilles 9th July) |
| Swatow and Foochow | Ching Sing Tues, June 10, 5 p.m. |
| Straits | Kai Ning Wed, June 11, 8.30 a.m. |
| Manila | Ma Ning Wed, June 11, 9.30 p.m. |
| | Ching Sing Wed, June 11, 5 p.m. |
| U.S.A., Honolulu, Honolulu, U.S.A., Canada, Central and South America via San Francisco | Registration June 12, 5 p.m. |
| | Letters June 12, 8.30 a.m. |
| | (Due San Francisco 4th July) |
| Haikow, Pakhoi and Haiphong | Kanchew Thurs, June 12, 8.30 a.m. |
| Straits and Calcutta | Sui San Thurs, June 12, Parcels noon. |
| Manila | Letters 1 p.m. |
| Straits, Ceylon, India, Mauritius, East and South Africa and South American Ports | Rio de Janeiro Maru Fri, June 13, 9.30 a.m. |
| Straits, Amoy and Foochow | Haiyang Fri, June 13, 1 p.m. |
| Manila | Fushimi Maru Fri, June 13. |
| | Registration 4.30 p.m. |
| | Letters 4.30 p.m. |
| | Registration 5 p.m. |
| | Letters 6 p.m. |
| | (Due Marseilles 14th July) |
| Manila | Pres. Johnson Sat, June 14, 5 p.m. |
| Australia and New Zealand via Manila and Thursday Island | Changte Tues, June 17. |
| | Parcels June 16, 5 p.m. |
| | Registration 9.45 a.m. |
| | Letters 10.30 a.m. |
| | (Due Thursday Island 28th June) |
| Saigon, Straits, Ceylon, India, Mauritius, East and South Africa, Aden, Egypt and Europe via Marseilles | Andre Lebon Tues, June 17. |
| | K. P. O. |
| | Registration 1 p.m. |
| | Letters 1 p.m. |
| | Registration 1.45 p.m. |
| | Letters 2.30 p.m. |
| | (Due Marseilles 19th July) |
| Swatow, Amoy and Foochow | Hai Ning Tues, June 17, 2 p.m. |
| Manila | Emp. of Asia Tues, June 17, 3.30 p.m. |
| | Pres. Lincoln Tues, June 17, 4.30 p.m. |
| | Superabundant Correspondence only. |

PHANTOM £4 A WEEK DUSTMEN.

Very rosy but getting a job in West Ham dustmen—that is different.

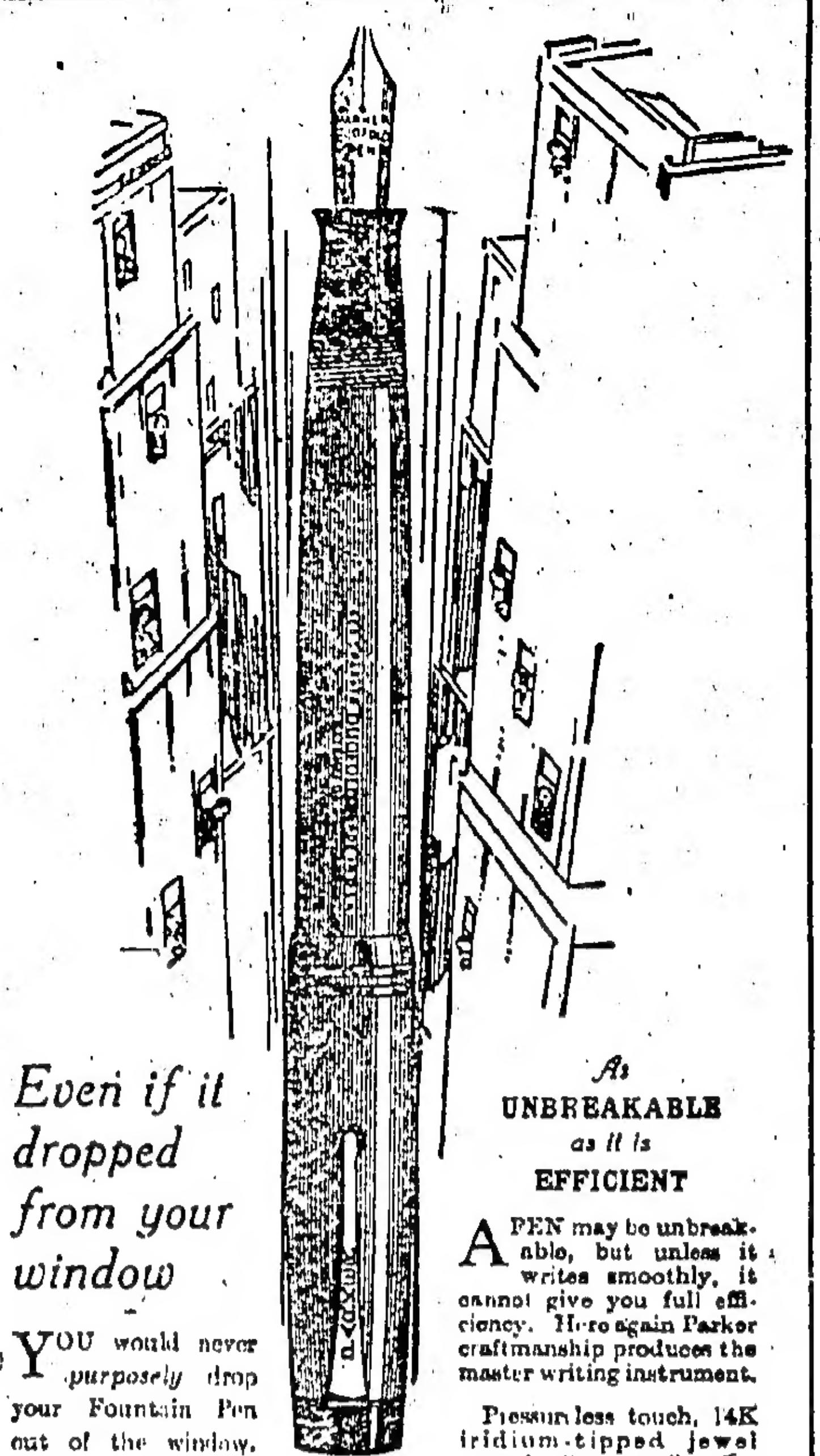
Of these favoured souls there are between 100 and 200. The waiting list for the job is far more than 300.

It takes two years for even a fortunate neophyte to achieve his ambition. During that time he is employed as a temporary dustman in rush times.

If he shows himself apt and another dustman has died or retired, the Head Dustman may fix him up.

Nine out of ten of the dustmen stay for years once they get in, so the prospects for Judge Crawford's defendants are "black" indeed.

The West Ham dustmen earn about £3 10s. a week, exclusive of overtime. They have a fortnight's holiday each year, and



Even if it
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window

As
UNBREAKABLE
as it is
EFFICIENT

YOU would never
purposely drop
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was thrown from an airplane
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and cap of every Parker Du-
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how often you drop your Park-
er Duofold, it will not break.

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cannot give you full effi-
ciency. H. R. again Parker
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master writing instrument.

Pressureless touch, 14K
iridium-tipped jewel
smooth nibs contribute to
unparalleled writing ease.
An ink capacity 24% greater
than average eliminates frequent
refilling. Brilliant colors enhance
appearance . . . make Parker
Duofold the smartest as well as
the most efficient pen . . . the
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FRECKLES AND HIS FRIENDS



A Rarity



By Blosser

WOMAN'S WORLD FOR OUR LADY READERS.



For Bathers.

ACCESSORIES MORE DECORATIVE.

The bathing suit of to-day is trimmer and smarter than it has ever been, and though perhaps there is less of it in view of the cult of sun bathing, the bathing girls of this summer are going to add to its decorative value by wearing bathing jewellery.

Most of the necklaces are made of cork, brilliantly painted in colour. Bracelets are to be had to match which are worn above the elbow slave bangle fashion. Fortunately these necklaces are of the choker type otherwise they would be floating around in the ocean instead of gracing the wearers' necks.

A New Brassiere.

The bathing brassiere should be part of every woman's beach outfit, no matter how slim and sylph-like she may be, her swimming suit sets better with its aid. Many suits have built-in brassieres; but for those who like a separate garment, a new adjustable type has been placed on the market by a famous firm of manufacturers. It is made in good unstretchable wool, with a narrow adjustable strap at the back so that it will fit any figure. The shoulder-straps are also adjustable, being fitted with a series of buttons and buttonholes so that the straps may be lengthened or shortened according to necessity. The brassiere is made in all the popular bathing suit colours.

New Caps.

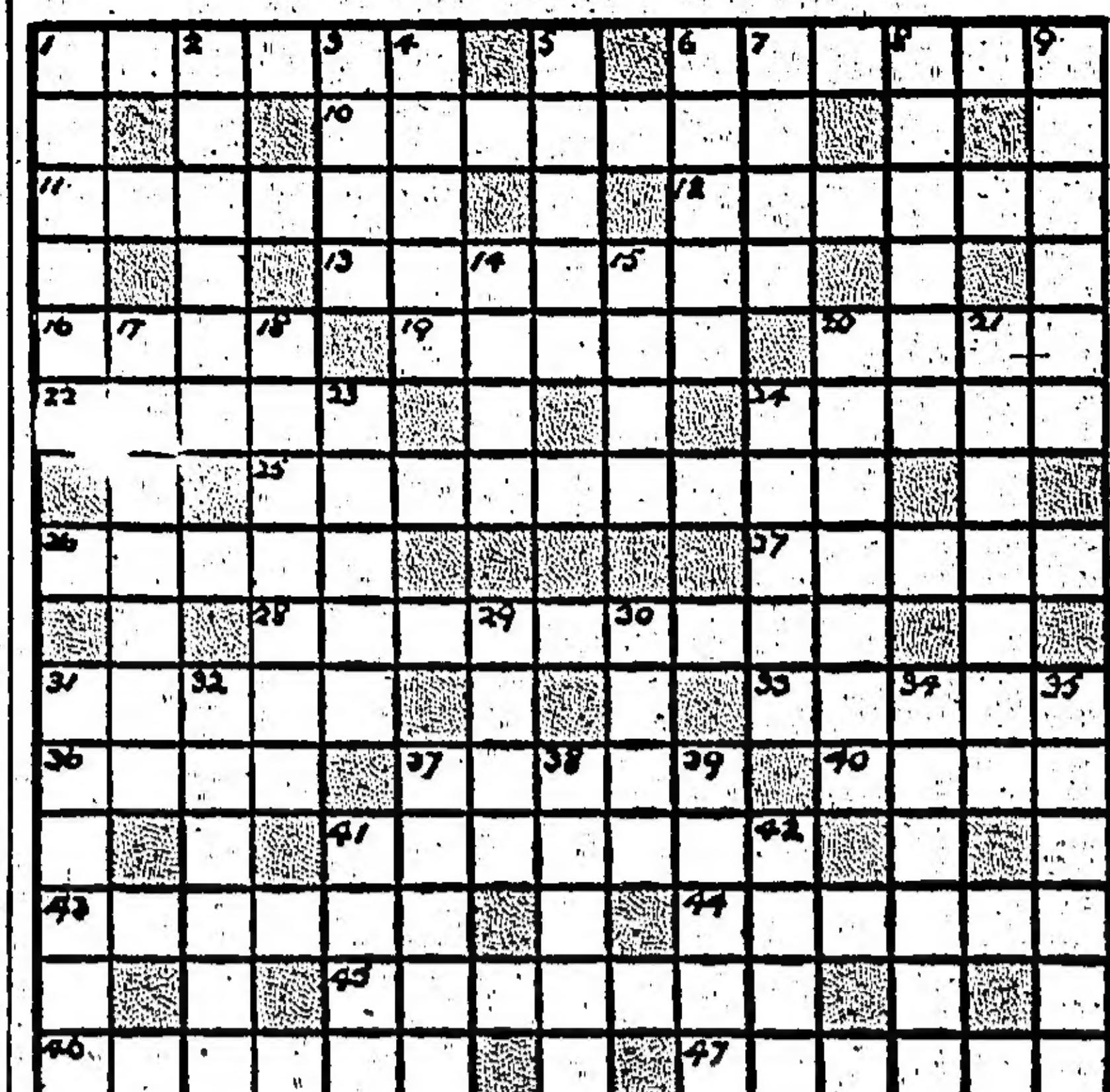
The helmet bathing-cap is first favourite with all serious swimmers, and incidentally, apart from serious swimming, it really is the best shape for keeping out the water. The pity is that the helmet gives the wearer such a scragged appearance. However, even helmets are rather more decorative this year, trimmings of gathered and ruched rubber being used upon many models.

Rubber scarves have been used to create the gipsy effect in bathing headgear, but since these are difficult to tie securely the design is now copied in a ready-made slip-on cap in which the scarf effect is simulated, the tied ends being worn at the back or the side, whichever is the more becoming.



Side interest is developed in this hat of black Panama-lac which has a brim turned up high on one side. An ear flap of the straw is joined to it with a pink and black velvet ribbon plait and bow.

OUR BRITISH CROSSWORDS



Across

- 1 Imprisonment.
- 6 Pair.
- 10 Line of vision.
- 11 Starry.
- 12 Scarce.
- 13 Sailors.
- 16 Sour.
- 19 Pay.
- 20 Repetition of words.
- 22 Auctions.
- 23 Part of wooden joint.
- 25 Ransacked.
- 27 Hit with the fist.
- 28 In jerks.
- 31 Naval recruit.
- 33 Postpone.
- 35 Watched.
- 36 Dusky.
- 40 Part of a pedestal.
- 41 Suite.
- 43 Crust from wines.
- 44 Nothing.
- 45 Venerates.
- 46 Arcs.
- 47 Priest.

Yesterday's Solution.



Down

- 1 Plays.
- 2 Sell in small quantities.
- 3 Pretence.
- 4 Pertaining to the sun.
- 5 Note in music.
- 6 Heavenly body.
- 7 Units.
- 8 Homing bird.
- 9 Numeral.

PRODUCE LICENCE IN 24 HOURS.

SOLICITOR URGES THIS LAW FOR MOTORISTS.

LONDON-SINGAPORE TELEPHONE

THE POSSIBILITIES BEING CONSIDERED.

London, June 6.—In the House of Commons, replying to Mr. Somerville, who drew attention to the telephone facilities between London and Java, Mr. Lees Smith said the question of establishing a wireless telephone service between London and Singapore was being considered, "but it will be some considerable time before I shall be in a position to make a definite statement on the subject."—Reuters.

SHAMEEN PRINTING PRESS

AGENTS FOR
The Hongkong Telegraph

TO WHOM ALL LOCAL
ENQUIRIES SHOULD BE
ADDRESSED.

That seems very reasonable to me," commented Mr. Lindsell.

"I shall convey the suggestion to the Inspector General of Police," promised Inspector Alexander.

Mr. Lo asked that no fine be ordered on either charge as Mr. Gross was not aware that the street was for one-way traffic.

A fine of \$5 was imposed on this charge and a caution was administered on the charge of failing to produce the licence.

By Blosser

FRECKLES AND HIS FRIENDS



A Rarity



**THERE ARE NUMEROUS BEERS STYLED
"PILSNER" BUT THERE IS
ONLY ONE ORIGINAL AND GENUINE
PILSNER URQUELL.**

brewed at the town of Pilsen, from
which it derives its name.

Insist upon **PILSNER
URQUELL**, the original
PILSNER BEER.

Call for

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A. S. WATSON & CO., LIMITED.



After you have Seen & Heard this Excellent
Motion Picture at the Queen's Theatre.....
Come to us for the Theme Songs on Victor
Records.....

WITH YOU
Waring's Pennsylvanians-with vocal refrain
THERE'S DANGER IN YOUR EYES, CHERIE
Waring's Pennsylvanians-with vocal refrain
SINGING A VAGABOND SONG
Shirkret & Victor Orchestra-with vocal refrain
PUTTIN' ON THE RITZ
Reisman's Orchestra-with vocal refrain
THERE'S DANGER IN YOUR EYES, CHERIE
A YEAH FROM TO-DAY (From "New York Nights")
Sung by James Melton

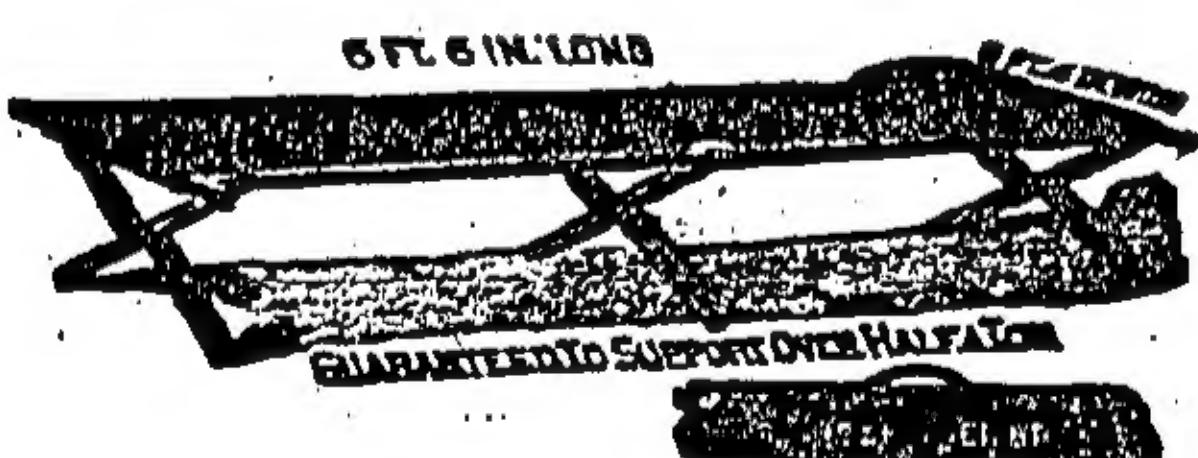
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You place it where the breeze is



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AND SUPPORTS
\$11.50 EXTRA.

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(THIN FLANNELETTE)

\$7.50 A LUXURY THESE HOT NIGHTS

We have only a small stock of these goods
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Lane, Crawford, Ltd.

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Accounts, 4th Floor
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Sales General, 3rd Floor
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Tel. 27779
Service, 2nd Floor,
Tel. 27778

Sales, Tyres and Accessories
25, Queen's Road.
Tel. 27579

Livery & Coach Service
Hongkong—The Hongkong
Hotel,
Tel. 2778
Kowloon—The Peninsula Hotel
Tel. 58081

Sub-Garages
Cameron Rd. Tel. 57374.
Peak Hotel. Tel. 29202.
Repulse Bay Hotel.
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**The Hongkong & Shanghai
Hotels, Ltd.**

**The
Hongkong Telegraph.**

SATURDAY, JUNE 7, 1930.

"WATCHING."

Within a few days of the assurance given by a prominent official that the Hongkong Government is watching the dollar situation very carefully, a questioner in the House of Commons has been informed that the Secretary of State for the Colonies is "watching" events with some anxiety. We fear, however, that the average resident of the Colony will find small comfort in these typically official declarations. Both the Imperial authorities and the Hongkong Government may be "watching" the situation, but, as a correspondent suggested in a contemporary day or so ago, they appear to be doing so from the wrong end of the telescope. What is of more immediate moment is when the "watching" is to end and action to commence. This crisis has not come on us in a day. Half a year has gone by since it became evident that our currency would be shot to pieces by adherence to the silver standard, and matters have gone steadily worse ever since.

It is pertinent to recall now that when the slump first began, the low-dollar advocates loudly proclaimed that the nearer we got to silver parity, the better it would be for the trade of the Colony. We are left wondering what they think of the situation now. Not only has there been no trade revival, but in the meantime living costs have gone up, savings and investments have shrunk in value, and there is a threat of increased taxation to meet the rising cost of government. Let it not be forgotten, either, that increased taxation will hit business concerns just as much as it will the ordinary householder. These are the things which the questioner in the House of Commons may have had in mind when he declared that the crisis was prejudicing the economic situation in certain parts of the Empire. Of course, it is. We cannot see how the depression of our currency could have any other effect, whatever may be the actual causes of that depression. In other parts of the world when currency has become deflated, or debased, Governments have been at great pains to restore the position. In Hongkong, there is a big school of thought which is apparently

quite content that the dollar should be forced down to almost any limit, whilst the Government sits still and "watches."

There is one grain of comfort to be gained from the fact that the matter has been raised in Parliament—namely, that the plight of the Colony is coming to be recognised at home. Mr. Ramsbotham, who brought the question to the notice of the Government, went the length of suggesting that the matter of placing Hongkong on a gold standard should be considered. The reply does not seem to have touched on this point directly, but it was indicated that the Report of the local Currency Committee would furnish valuable material for the fullest consideration of the problem by the Secretary of State and his advisers. That is something to the good, in the sense that the whole issue is apparently to be reviewed, but inasmuch as the Committee has not yet completed its Report, the public will see that there is small chance of any very immediate action being taken. The Report has to be produced, sent home for consideration, and then presumably, in due season, there will be an interchange of despatches on the subject between the Imperial authorities and Hongkong, after which some definite decision may be reached. Knowing what we do of official methods, it may be taken for granted that we shall be lucky if the issue is disposed of during the present year. What of the intervening period? Have we to be content to let matters take their own course still? It looks like it. Maybe after all China will beat us in the race and get down to action of some kind whilst we are still considering the pros and cons of the question. The point is, however, whether temporary measures of some kind cannot be taken. This possibility should be fully explored by the local Government. Otherwise, a situation which has become one of great gravity may easily get worse instead of better.

Those Pop Guns.

The authorities concerned are getting deeper and deeper into a mire of absurdity following the recent ruling that pop-guns are "arms", for they have now given a decision which is tantamount to a complete ban on a harmless toy which elsewhere in the world is sold openly and without any kind of restriction. The Sincere Company has applied for permission to move a consignment of pop-guns from the godowns, but this has been refused by the Police, although they are quite willing that the "arms" should be exported from Hongkong. The situation is rapidly developing into a farce, if it has not already done so, for here we have a complete ban on a toy which, during the recent Police Court case, was admitted by the Police themselves not to be dangerous. We imagine that Hongkong is the only place in the world where a ban exists on a harmless toy and where there is interference with the legitimate dealing by shopkeepers in children's playthings. There is little or no excuse for the prohibition, but apparently the Police view it as a necessary sequel to the Court decision when it was ruled that guns which discharge a cork to which it is attached, a string come within the scope of the Arms and Ammunition Ordinance. We have previously suggested that when the Ordinance was framed it was never intended to cover the harmless pop-gun. The ruling however, has been made and now the consequences are becoming apparent. The Colony seems to be in imminent danger of being made to look thoroughly foolish in the eyes of the rest of the world for the pop-gun is, presumably, to be banned from the counters of toy shops. The most fertile imagination will be taxed to find anything much more absurd, but some consolation may be found in the fact that so far the pea-shooter, for example, has escaped official attention. As this projects a missile to which no string is attached and

therefore must be considered more dangerous even than the deadly pop-gun it will be interesting to see how much time elapses before this is vetoed. This would seem a natural outcome of the present attitude, but there is still time to turn back and to bring a little common sense to bear on the matter, to say nothing of the just rights of those whose business it is to trade in toys.

DAY BY DAY.

AN IDEAL MAY BECOME AN IDOL,
AND IDOLS ARE EASILY OVERTHROWN.
—Mrs. Fred Reynold.

His Excellency the Governor has appointed Mr. G. P. de Martin, M.B.E., to act as Director of Education.

His Excellency the Governor has appointed Mr. John Barrow to be Assistant to the Secretary for Chinese Affairs.

We are informed by the Texaco Company and the A.P.C. that as from to-day, the price of gasoline is being increased to \$1.00 per gallon ex-pump.

The Government has accepted the following tender:—Messrs. Im Hing Kee and Wong Fai Nam for a quarry at Tai Po Road at the annual rental of \$815.

Silk forwarded from here by "Empress of Canada" on the 15th May arrived in New York (St. John's Park) on the 4th June, having been 20 days in transit.

Tenders are invited for the supply of one single screw teak-wood launch for the Port Health Officer. The cost is on account to exceed \$31,000 Hongkong currency.

It is notified that at the expiration of three months the Instone Trading, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

The body of an unknown Chinese, aged about 35 years, has been taken to the Kowloon Mortuary. The man was knocked down and killed by a Kai Tak motor bus in Gascoigne Road at mid-night.

It is announced that the programme of H.M.S. Medway, and her accompanying submarine flotilla, has been amended, and that she will now probably arrive in Hongkong in September next.

While playing with matches at his home at No. 4, Shantung Street, Kowloon, on Tuesday, Kwok Kau, aged 12 years, set fire to his clothes and was severely burned. The boy lingered in a precarious state until yesterday when he died.

A woman named Chan Sze of No. 103, Second Street, was attempting to lift a bag of salt on to a tramcar in Kenedy Town yesterday when she slipped on the roadway. She fractured a leg and has been admitted to the Government Civil Hospital.

Messrs. A. S. Watson & Co., Ltd., advertise that on Whit Monday, 9th June, all departments will be closed. The Hongkong Dispensary, Dispensing Department, will be open for dispensing prescriptions from 10 a.m. to 1 p.m. and from 6 p.m. to 7.30 p.m.

The Government intends to erect public latrines at the junction of Argyle Street and Sai Yee Street, Kowloon, and at the junction of Ha Heung Road and a street south-west of Kowloon Land Lot 1647. Objections have to be made to the Colonial Secretary not later than June 27th.

It is hereby notified that due notice of the appointment of the Reverend Mother Teresa Martinola as Mother Superior of the Colony of Hongkong of the Society of the Daughters of Charity of the Canossian Institute and proof thereof has been placed in the hands of His Excellency the Governor.

Hongkong picture-goers will be interested to hear that the Central Theatre, Hongkong's latest cinema, will open shortly with Paramount all-talking pictures. The equipment is of the latest type, being built and installed by the Western Electric Company. Some famous films have been secured for the inaugural season.

It is notified for general information that a reciprocal arrangement for recognition of Passenger Certificates granted in Hongkong under the Merchant Shipping Ordinance, 1899, to ships of Class 1A, referred to in Table A in the Schedule to the said Ordinance, that is to say, sea-going ships having passenger certificates under full Board of Trade requirements for foreign-going passenger ships, has been concluded with Norway with effect from the 1st June, 1930.

Therefore must be considered more dangerous even than the deadly pop-gun it will be interesting to see how much time elapses before this is vetoed. This would seem a natural outcome of the present attitude, but there is still time to turn back and to bring a little common sense to bear on the matter, to say nothing of the just rights of those whose business it is to trade in toys.

IN PRAISE OF SHOEMAKERS.

A Sphere where Harmony Rules.

Carey's signboard is still preserved in Regent's Park Baptist College, and thus links him, as Dr. George Smith has written, "to the earliest Latin missionaries of Alexandria, of Asia Minor, and of Gaul, who were shoemakers, and to a succession of scholars and divines, poets and critics, reformers and philanthropists who have used the shoemaker's life to become illustrious."

While Carey was at work in India, John Pounds was laying the foundation of universal education in his tiny cobbler's shop at Portsmouth. Feeling the need of companionship and education for a little adopted nephew, he had begun to teach a few children as he worked at his lapstone. Neighbours paused at the open window, wondered at the happiness pervading the tiny room, and went off to return with their children.

And so it came that, in a wood-built shop, sixteen feet by seven, with a cooking stove and a work-bench, and a dozen or so cages for birds and pets in it, forty children at time were crowded round the old cobbler, learning to spell, and read, and figure, and make toys, and mend their shoes and clothes, and above all, to read and love the Bible.

Nor was nature study neglected, for on certain days John Pounds would give them all breakfast, and load the bigger lads with provisions, and lead the whole school off to Portdown Hill for a day among the flowers and trees and the live things of the open air. It was a socially exclusive school, with its own system of advertisement and selection; there were no fees, only the ragged and hungry were admitted, and scholars were sought on the refuse heaps and drawn into school by the offer of hot potatoes.

John Pounds thus took his place among the great schoolmasters, standing with Arnold and Thring and Bowen and Sanderson. His work multiplied, and became the inspiration of Dr. Guthrie and the Earl of Shaftesbury in founding the Ragged Schools. Is there any wonder that Coleridge, when at Christ's Hospital, was ambitious to be a shoemaker, and declared that shoemakers had given to the world a larger number of eminent men than any other handicraft?—G. F. T. in the *Christian Science Monitor*.

CONCERT POSTPONED.

**RAIN PREVENTS CLUB DE
RECREIO FUNCTION.**

Yesterday's heavy downpour of rain prevented the Juvenile Society Revue and Follies from presenting their programme at the Club de Recreio last night, and it is hoped that, weather permitting, the concert will be given on Monday evening next, at 9.15 p.m.

The concert is in aid of the funds of the Society of St. Vincent de Paul, and as a bright and satisfying entertainment has been arranged, it is anticipated that there will be a large attendance.

**WHO WAS
MRS. POYSER?**

The most formidable part of Mrs. Poysers, mistress of the Hall Farm in George Eliot's novel "Adam Bede", was her tongue, which was as sharp as a razor and as tiresome as a machine. She was a shrewd, capable woman, very energetic and fairminded, who loathed, above all things, truancy and injustice.

Her maids worked under a constant stream of orders, advice and reproofs, and it went ill with anyone who excited her derision, for she had a pronounced gift for homely epigrams. Of one character she said that he was "like a cock who thought the sun had risen to hear him crow."

Most people stood in awe of her, but everyone was delighted when she turned the guns of her sarcasm upon the niggardly old squire, and metaphorically, reduced him to pulp.

It must not be thought that Mrs. Poysers had no heart. She was fond of her niece, Uinan Morris, a sweet and saintly creature, and although she was somewhat contemptuous of frivolous little Hetty Sorrell, she helped her loyally in her time of trouble.

A very admirable, wise woman in short, was Mrs. Poysers; of the type which is the salt of the earth.

MOTORING SUPPLEMENT

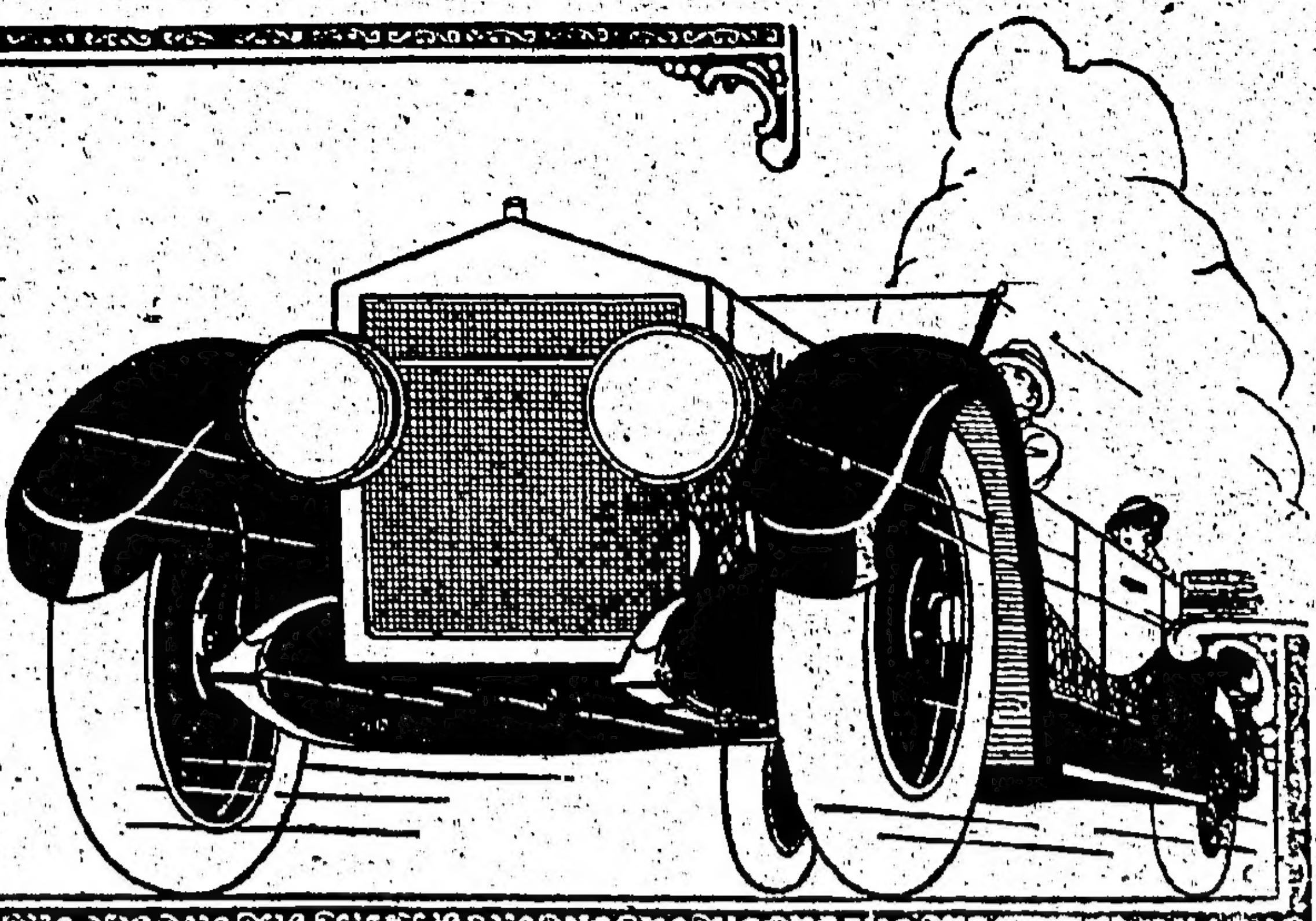
OF

THE HONGKONG TELEGRAPH

SATURDAY, 7th JUNE, 1930.

Being The Official Organ of

THE HONGKONG AUTOMOBILE ASSOCIATION.



HONGKONG MOTOR ACCESSORY COMPANY

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storage batteries
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ALL AT ATTRACTIVE PRICES
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SERVICE —REAL SERVICE!

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MAY WE SERVICE
YOUR CAR?
NO JOB TOO SMALL
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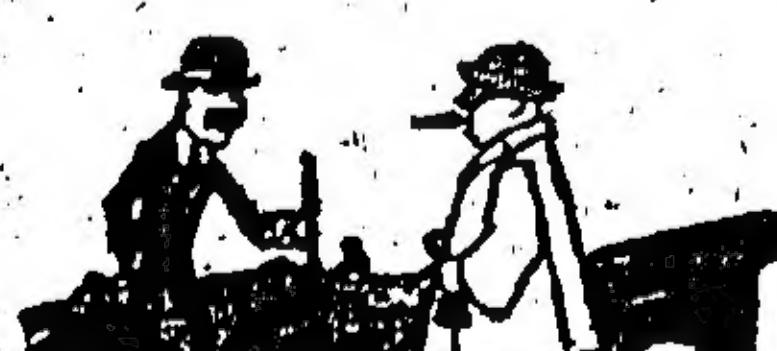
THE PEAK..... 29208
PEAK GARAGE

IN CASE OF



EMERGENCY
23193

Lane, Crawford, Ltd.
MODERN MOTOR SERVICE.



HE'S A GREAT CAR UNDER
THE HOOD BUT WHO WOULD
KNOW IT BY HIS LOOKS?
ONE HAD A COAT OF

Effecto
FINISHES

ALL COLOURS KEPT IN STOCK

AS WELL AS THE NEW
FORD SHADES.

Arabian Sand, Dawn Grey, Niagara
Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,
Sole Agents.

CURRENT COMMENT

Exasperating Unconcern.

In many respects, the City of Victoria is quite up-to-date as far as general traffic arrangements are concerned, with one glaring example, and that concerns lack of attention paid by ordinary traffic to the warning bells or sirens of the Fire-Brigade. Towards the end of last week, a representative of the Telegraph was provided with an illuminating example of this remarkable state of affairs. The point of vantage was the third floor of the Bank of Canton Building, and as it happened, fire bells were heard ringing out their warning to clear the streets. One of the large appliances was seen coming from the direction of the Fire Station, and between the Post Office and the King Edward Hotel, was compelled to follow other traffic in the form of trams and motor vehicles. The tram car stopped at the King Edward, and two following motor vehicles naturally did likewise causing the fire engine to slow down and practically stop. As soon as the tram moved on, the motor vehicles also moved, and one of them later on, in answer to the continual sounding of the fire-bell, actually gave the signal for the fire-engine to pass him! What subsequently happened our representative did not see, but it is significant that the fire-engine crashed into the railings at the Cricket Club when endeavouring to pass the corner. We do not suggest that the accident was caused by traffic obstructing the fire brigade, but we do say that every driver of every motor vehicle, should receive the most definite instructions that he shall, under penalty for not so doing, immediately draw into the side of the roadway and remain stationary until the fire brigade appliances have passed. Not only traffic police, but every constable should be instructed that whenever he hears the fire brigade out on call, special attention should be paid to other road traffic, and the numbers taken of every vehicle that fails to give way immediately to the brigade. It is really strange that such a suggestion should be necessary!

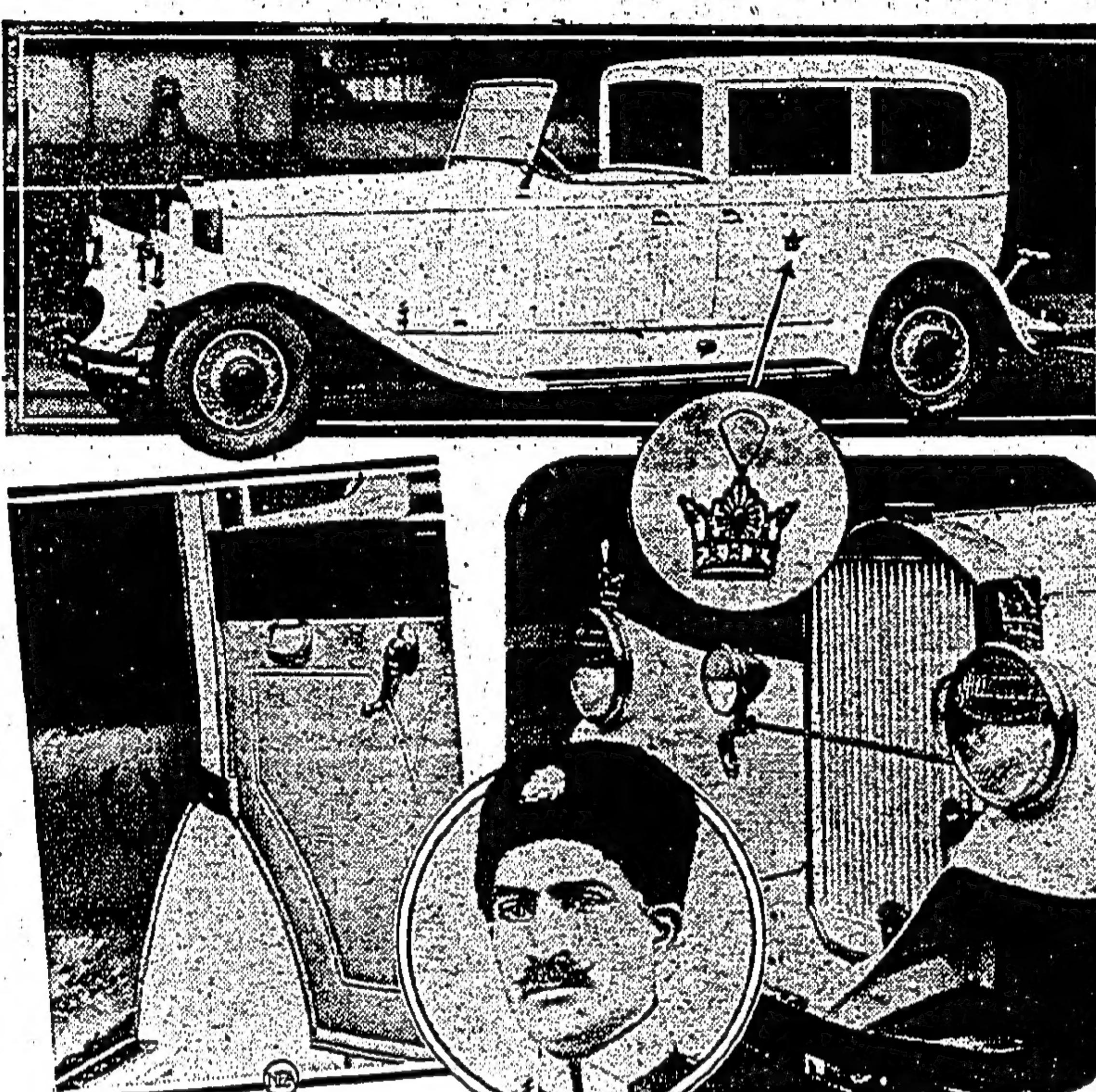
Minutes Mean Lives.

This is not the first time that attention has been drawn in these notes to the obstruction caused to the Fire Brigade and the Ambulance Service, and we would reiterate the plea previously made that when either of these essential services is answering a call, delay of a few minutes may mean losing lives. Surely it is easy to visualise a serious fire in one of the closely congested districts, where a number of people have found themselves unable to escape, or similarly, a motor smash involving serious injuries to a number of people. A few minutes may easily mean saving or losing lives, and it is when this aspect is considered that the unconcern of other traffic is to be deplored.

Kowloon Bus Stops.

The placing of the bus stop signs in Kowloon on the near side of turnings into side roads is by no means conducive to road safety, for it has the effect of screening traffic turning from the side streets on to the main roads. This is most undesirable in the case of traffic passing a stationary bus, for the reason that motor vehicles, rickshas or even pedestrians are liable to pass on to the main route, in front of the bus, thereby running the risk of coming into collision with other traffic. By placing these stops on the far side of each turning, as is done in most cities, this risk is totally eliminated, the side roads always being visible. The changing of the signs in order to con-

COSTLY CAR FOR SHAH OF PERSIA.



Riza Khan, Shah of Persia and his special automobile, luxurious with gold and jewels, silk and satinwood. Insets show interior decorations and the bejewelled gold royal emblem on doors and fenders.

Buffalo, N. Y., April 5th.—When Riza Khan, Shah of Persia, appears in state hereafter he will be driven past his admiring people in a magnificently bejewelled white and gold automobile, believed to be the costliest in the world.

This automobile, now on its way to Persia, was built especially for the Shah by the Pierce-Arrow Motor Car Company of this city. It was created as a parade car for public ceremonies.

The car itself costs \$18,500, but the lavish addition of diamonds and other costly jewels furnished by the Shah himself is said to raise the price of the finished product far above that of any other automobile made.

Everything in the car has been built solely with an eye to the Persian ruler's requirements. Only the chassis is of standard Pierce-Arrow manufacture. This is a 144-inch wheelbase and carries a straight eight engine of 132 horsepower.

Minutes Mean Lives.

The coroner at Westminster (London), recently stated that in one week he had presided over ten cases in which death had been caused by motor vehicles.

In only two cases could any criticism be levelled at the drivers. In the other eight death was due to neglect of pedestrians to take the most elementary precautions.

MANY ROAD BUSES.

Preliminary estimates set the number of passengers carried by buses in 1929 at more than one and one-half billion.

According to the universal method would effect a big improvement.

Badge Numbers.

Members of the Hongkong Automobile Association are requested to take a note of the number of their badge, so that in the event of it being lost or stolen, no difficulty will be experienced in the tracing. In the case of loss, the number of the badge should immediately be given to the Police and to the Honorary Secretary of the Association.

Outside of this everything, even the tyres, is custom built. The coach work particularly represents the finest in luxury. The exterior—a regular town car model—is of pure white, enriched by stripings of gold and by the heavy gold-plated metal work on fender headlamps, door latches, radiator shell, windscreen frame, bumpers and even the inlaid metal stripings on the thick rubber running boards.

Royal Crown Outside.

Emblazoned on both doors, and set up in front of each fender, is a gold replica of the Persian royal crown, mounted with emeralds.

Inside the car is all luxury. It is upholstered in a light champagne-coloured silk rep, embroidered with wreaths, the Persian royal family insignia. This is piped with white leather, edged with gold. The wood trim is inlaid satinwood, one of the costliest of woods. The silk window curtains are finished in a figured design. On the door is a heavy Persian wolf-hound robe.

Has Gold Controls.

Even the driver's compartment carries out the same lavish use of costly finish.

The instrument board, the steering column and the control levers are all finished in gold. Throughout is non-shatterable glass.

Despite this lavishness, however, the Shah is said to shun luxury in his home life. Rarely does he ascend to the luxury and splendor for which his ancestors were noted. He has no harem and is devoted to his wife and children.

Gorgeous uniforms, jewels and rich decorations are reserved for official occasions. It is then that the Shah will ride along the streets in his new auto.

And when he rides, he rides alone.

Inset in the back of the front seat, and on one side within easy reach of the occupant are a cigarette case and a lighter of solid gold lavishly encrusted with diamonds.

If you buy it from us you can have your own car—any make or model you care to choose—waiting for you with your licence when and where the boat docks. It is your own. At the end of your leave, if you wish to sell it, you bring it back at the last minute to us and we will give you for it the price arranged when you order the car before leaving your post for England.

Even the driver's compartment carries out the same lavish use of costly finish. The instrument board, the steering column and the control levers are all finished in gold. Throughout is non-shatterable glass.

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And when he rides, he rides alone.

HARBOUR TRANS- PORT.

Reduced Fares to Mem- bers of the H.K.A.A.

THE CONDITIONS.

The following letter is being posted to members of the Hongkong Automobile Association.—

It costs your Automobile \$2.00 or your Motor Cycle Combination \$1.50 every trip across the Harbour. This Association offers to its members coupons (non-transferable) at \$1.00 each in Books of Ten.

Each coupon will entitle the Member's Automobile to one trip across the Harbour without further payment Subject to the under-mentioned conditions.

Application for Coupons should state whether Automobile or Motor Cycle Combination and the registered number.

Conditions.

1. Coupons are strictly non-transferable and are available in respect of Cars carrying

the Badge of the Association only.

2. The name of the owner and his registered Car number must be on the coupon.

3. Any un-used coupons may be redeemed at any time.

4. Coupons may be obtained from the Association's Treasurers, Messrs. Linstead and Davis—Alexandra Building—at \$10.00 per book of ten and they will be issued in the name of the applicant Member for cash and only if his current or outstanding subscription has been paid to the Association.

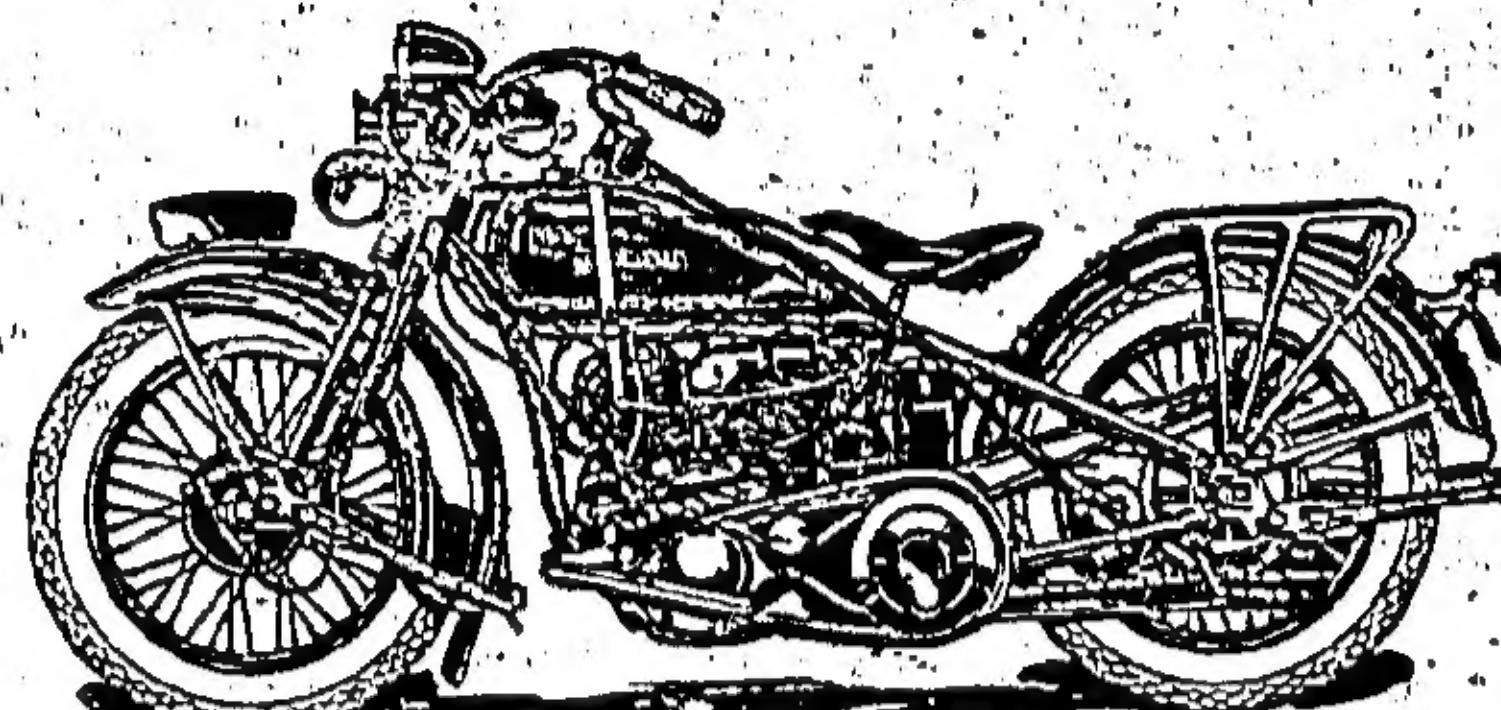
5. Not more than two books may be held by any one Member at any one time.

6. The Committee of the Association reserves the right to call in and redeem any un-used coupons at any time or to cease the issue of coupons if found expedient to do so.

PLAN GAS TAX BOOST.

Four States are contemplating an increase in gasoline taxes. Mississippi plans a rise from five to six cents; New York from two to three; Idaho from four to five, and Massachusetts from two to three.

THE WONDERFUL 1930 "HARLEY"

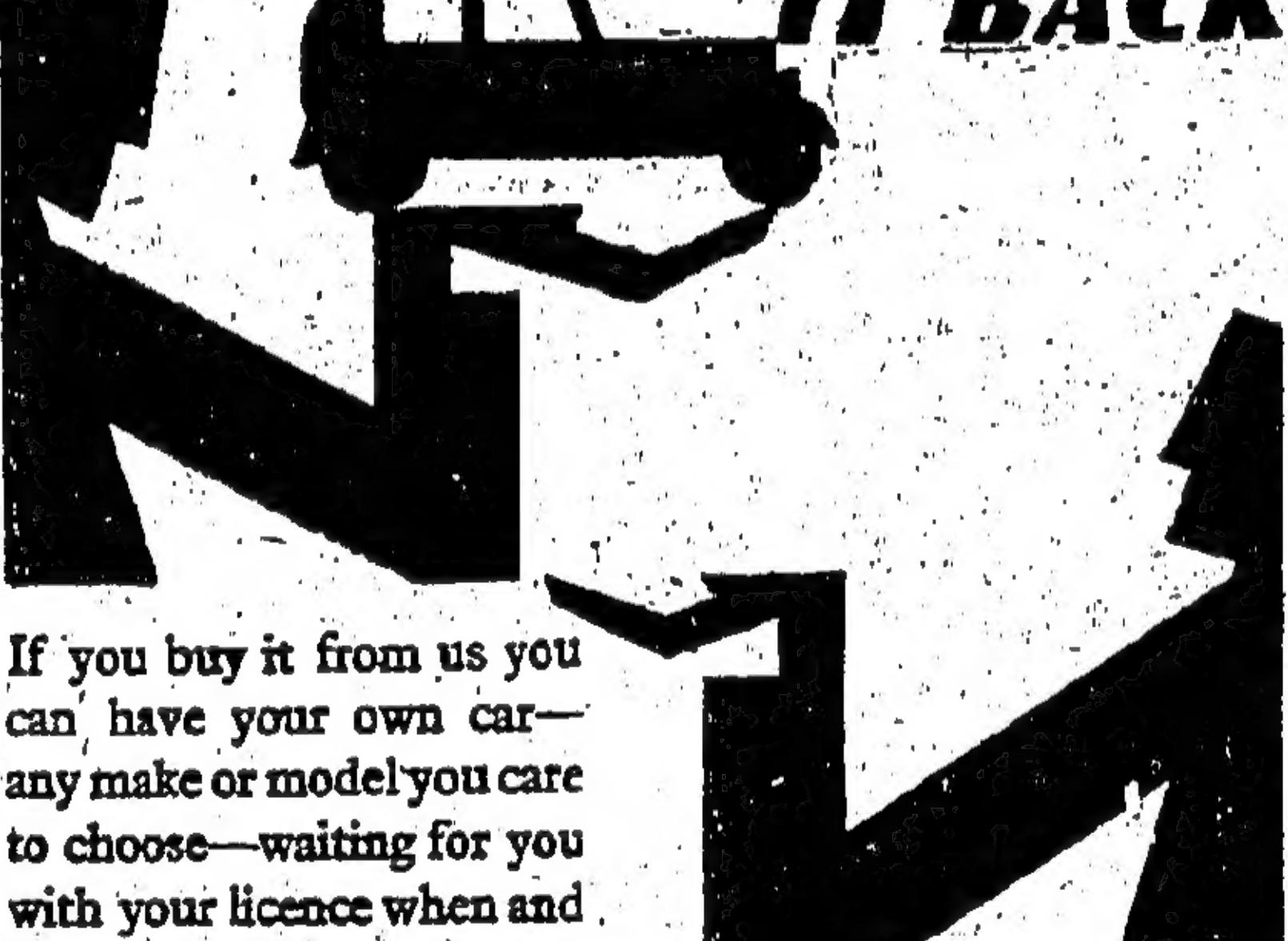


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SEE THE NEW MODELS EARLY.
The Gascon Motor Co.
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KOWLOON.
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BUY A CAR FOR YOUR LEAVE.

WELL BUY
IT BACK



If you buy it from us you can have your own car—any make or model you care to choose—waiting for you with your licence when and where the boat docks. It is your own. At the end of your leave, if you wish to sell it, you bring it back at the last minute to us and we will give you for it the price arranged when you order the car before leaving your post for England.

Even the driver's compartment carries out the same lavish use of costly finish. The instrument board, the steering column and the control levers are all finished in gold. Throughout is non-shatterable glass.

Despite this lavishness, however, the Shah is said to shun luxury in his home life. Rarely does he ascend to the luxury and splendor for which his ancestors were noted. He has no harem and is devoted to his wife and children.

Gorgeous uniforms, jewels and rich decorations are reserved for official occasions. It is then that the Shah will ride along the streets in his new auto.

And when he rides, he rides alone.

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LIBERAL BONUS FOR CAREFUL DRIVING.

LOCAL AGENTS,

THE UNION TRADING CO., LTD.
York Building.
Phone 27733.

CARS TAKE HUGE TOLL.

Sixty-nine per cent of the 3,016,281 miles of rural roads in the United States are under the supervision of local authorities, or those other than state and federal officials.

LOCALS RULE ROADS.

Arabian Sand, Dawn Grey, Niagara Blue and Gun Metal Blue.

N. S. MOSES & CO., LTD.,
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"WOBBLE-METER."
Measures Fatigue.
CAR COMFORT TESTS.

In attempting to measure the amount of fatigue that motoring causes to drivers, the American Society of Automotive Engineers has used the human body as a sort of "measuring stick."

Using various types of springs, shock-absorbers, and other comfort-giving components, various experiments were carried out, and the occupants of the cars were later put through tests which determined the amount of fatigue they suffered.

Physical fatigue is arrived at by ascertaining the amount of chemical change which has taken place in the blood during a given period. Nervous fatigue is measured by a "wobblemeter," which records the body sway or steadiness, the theory being that steadiness decreases as fatigue increases. By the results of these tests the relative comfort of the parts under test is found.

The experiments were conducted by the Department of Psychology of the George Washington University under the direction of the Society, but it is only recently that the results achieved have been considered worthy of further study.

There are filling stations at almost every oasis in the Sahara.

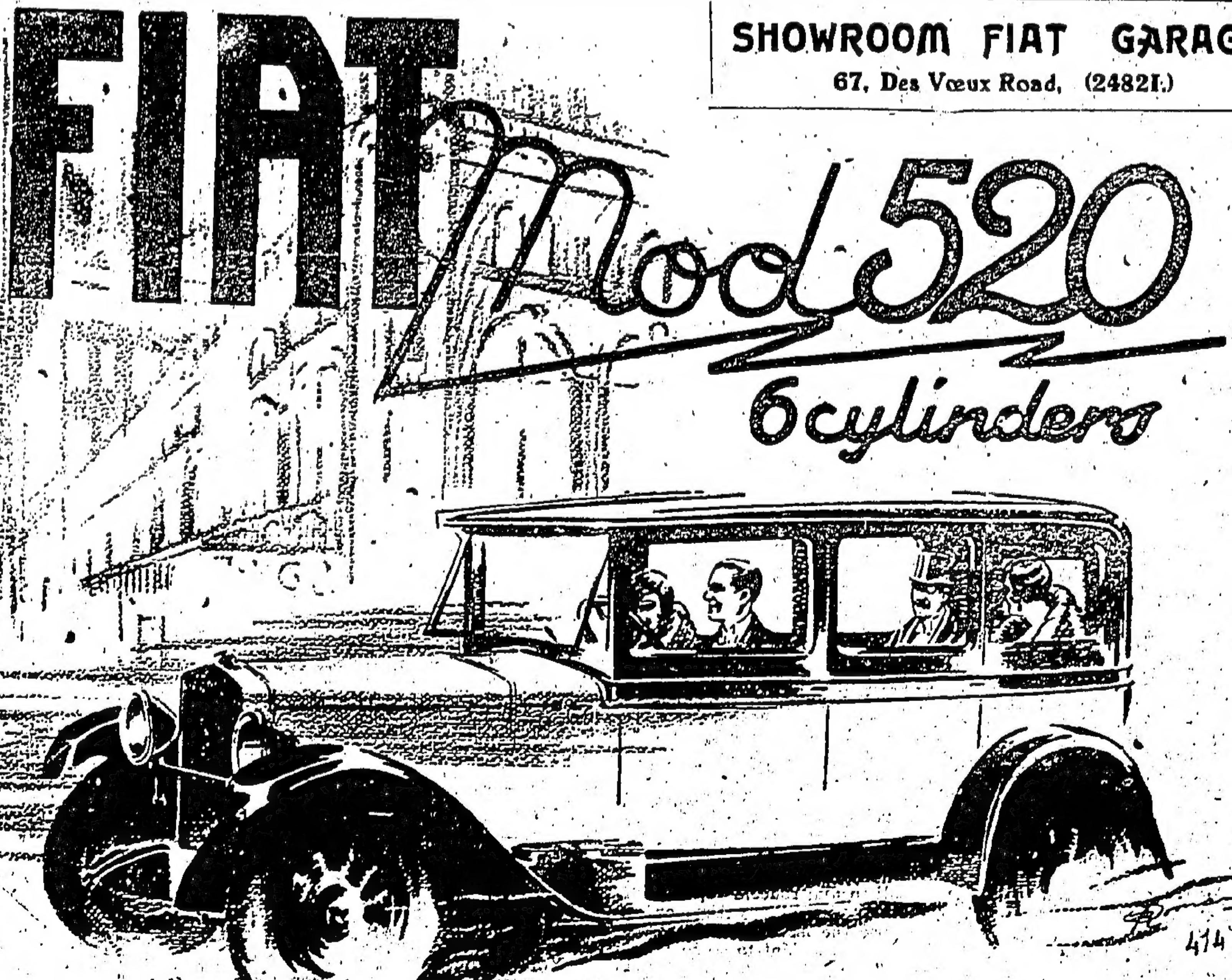
The NEW 6-PLY Silvertown Tyre
Balloon That
extra heavy
Gives
More
Miles
and
BETTER
SERVICE

ALL SIZES IN STOCK
Next time—TRY GOODRICH!

Sole Agents for Hongkong and South China:
THE CHINA MOTOR SUPPLY CO.

28-28A, Des Voeux Road, Central.
Telephone 21558.

Branch Office: 486 Yat Tak Road, Canton.



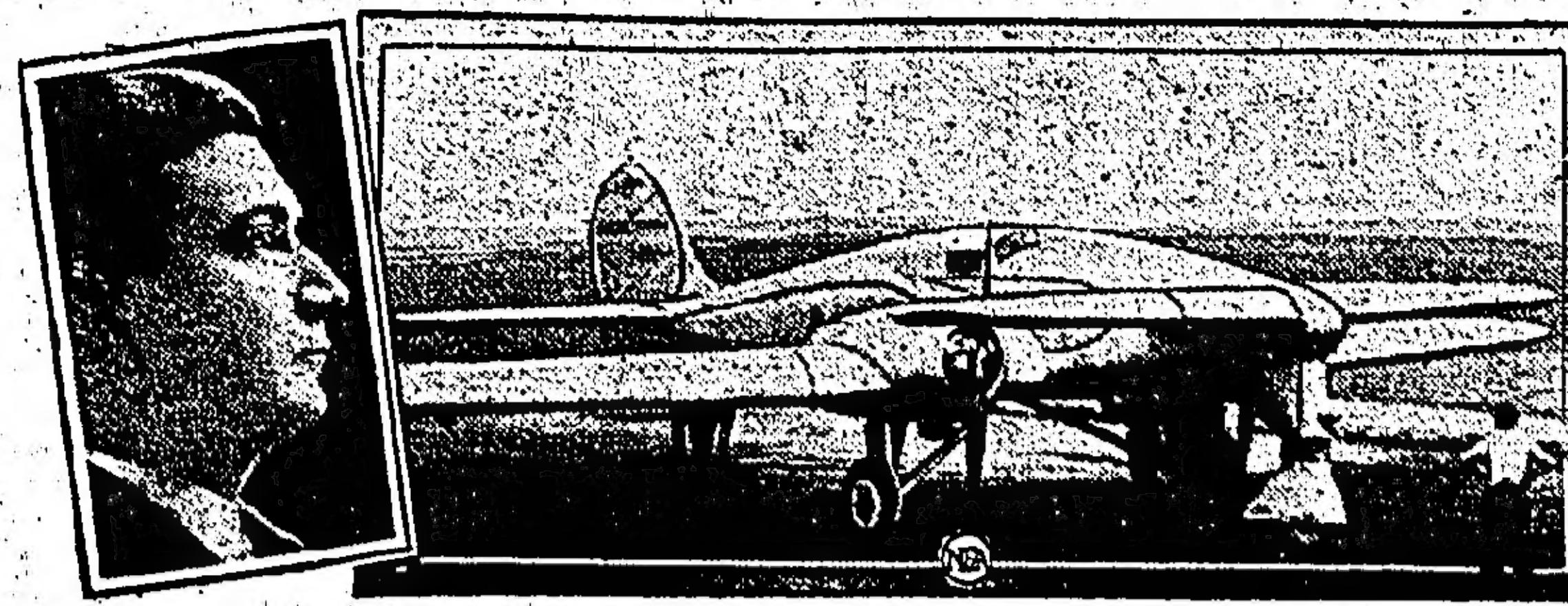
JUST UNPACKING

Model 520 Super Six \$3,000

AN OPPORTUNITY THAT
CANNOT OCCUR AGAIN!

Model 509 Super Four \$2,100
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NOVEL THREE-WHEELED MONOPLANE



George G. Fernic, inset, and his novel airplane.

New York, April 5th.—Originally built for a trans-Atlantic flight, the Fernic monoplane, which embodies a radical departure in design from the average airplane, will be displayed for the first time at the New York Air Show sponsored by the Aeronautical Chamber of Commerce at Madison Square Garden, May 3 to 10.

The unique plane is the result of years of work by George G. Fernic, who came to his country from Romania in 1927. Fernic has designed several types of commercial and military planes now used in Europe.

His present plane was designed and built at Arlington, Staten Island, N. Y., last year in preparation for an ocean flight. Unable

to finish the plane till late in September, when it was successfully test flown at Roosevelt Field, Fernic abandoned the idea of a trans-Atlantic trip and since has concentrated his efforts in developing the plane for commercial use.

Features on the Fernic plane are a small auxiliary wing some distance ahead of the main wing and a three wheel landing gear. The auxiliary wing, mounted on the fore of the fuselage, in tandem with the main wing, by stalling earlier than the latter, operates automatically at high angles against involuntary stall of the plane. It thereby minimizes the danger of tail spinning.

The three-wheel landing gear has a number of advantages over

the conventional two-wheel type, according to Fernic and other aeronautical engineers. It enables the plane to be in flying position while on the ground, thereby reducing the distance needed in which to take off. The location of the front wheel at the nose of the plane permits powerful application of the brakes on the rear wheels without danger of nosing the plane over.

Fernic at present is engaged in the construction of a two-passenger side-side, dual control, open cockpit plane of similar design and powered by a 75 horsepower Rover motor. The first plane is equipped with two Wright Whirlwind motors and has a top speed of 110 miles an hour.

SPEEDING OUTPUT.

Chevrolet Increases Assembly Plant.

900 CARS DAILY.

The Chevrolet Motor Company, division of General Motors, has completed an expansion of its production capacity with the recent opening of the rebuilt and enlarged assembly and export plant at Tarrytown, New York.

The new Tarrytown plant has a capacity of 900 cars daily and is one of the nine assembly plants and one of the two export plants maintained by Chevrolet in the United States.

Completion of this plant places Chevrolet in a more advantageous position to meet rapidly expanding sales requirements for its product along the Atlantic seaboard. In addition, the move was made to thoroughly modernize the plant and bring it up to the high standard of equipment and efficiency that characterizes Chevrolet plants in other sections of the country.

The new plant is a one story, brick and steel structure, 1,200 by 400 feet, with monitor type roof, providing for maximum light and ventilation. Adjoining it is a new two story office building, 200 by 60 feet, of concrete and brick construction.

The plant has two domestic as-

CARS & EDUCATION.

Ford's Activities.

\$20,000,000 FOR SCHOOLS.

Besides holding the strongest views on prohibition, Henry Ford has decided ideas on education. According to him everyone should learn a trade so as to have something to keep the hands and brain active.

"I believe there should be a technical school in every industrial organization," he said recently. Ford proposes to spend about \$20,000,000 in founding a series of self-supporting schools where academic subjects will be taught in the lower grade. Later, as students are prepared for it, they will be given vocational training.

sembly lines and an export boxing line. The export division of the Tarrytown plant serves many countries not in the territory of an overseas General Motors plant. Chevrolets are shipped direct from Tarrytown to these foreign countries fully assembled. The other Chevrolet export plant at Bloomfield, New Jersey, ships only knocked-down parts for assembly at General Motors plants overseas.

The finished Chevrolet cars assembled and boxed at Tarrytown are put on barges and floated down to New York City, where they are put aboard ships for various parts of the world.

USEFUL HINTS.

That "Wheel Drag."

[By Israel Klein.]

Sometimes there is a peculiar "feel" behind the steering wheel that seems to warn the driver of something gone wrong.

The motor may be humming along in tip-top shape. Yet there it is, a sort of drag on the whole car, a feeling that the engine is pulling harder than usual.

The steering, too, seems more difficult, and the wheel must be gripped tight to keep the car from swerving out of control. Usually this is a sign of an underinflated, or flat, tire in front. But sometimes, even with front tires in good shape, this occurs. Then the cause may lie in the fact that the pitch or toe-in of the front wheels may be out of adjustment, enough to make control of the car difficult.

Perhaps even the caster, or slant, of the front axle may be off a degree or so, and the wheels may be shimmying as a result.

Tires, for easiest driving, should be kept inflated at the pressures designated by the car's manufacturer. Balloon tires usually take a pressure of about 35 pounds.

Too much pressure will cause susceptibility to hard knocks from irregularities in the road, and so make riding uncomfortable. Too little pressure makes riding easier, but causes difficult steering and renders the tires open to greater wear and tear.

The front wheels have to fulfill three important requirements in order to make driving easy and riding comfortable.

First, they must have a definite pitch or inward slope, so that the bottoms are from one to three inches closer together than the tops.

Second, they must "toe in," or slant inwards horizontally as well as vertically, so that their forward edges are closer together than the rear.

Finally, the axle has to have a definite tilt, or caster, which prevents shimmying and wandering of the wheels.

If the pitch or toe-in of the front wheels of a car are off just an inch, the tires will drag a mile sideways in every 16 miles the car goes forward, engineers have estimated.

That's what causes not only undue wear on the tires, but that uncomfortable "feel" at the wheel, the kind that makes you think a heavy weight is dragging along behind. Steering, too, is much more difficult.

Unequal pressure by four-wheel brakes, or a sudden hard twist in turning a corner may upset the balance of the front wheels. A slight shock, a bump against the curb, or over a rut, may be other causes for such trouble.

The bushing, pins or bearings in the wheels and steering system may be worn, so as to cause the wheels to wobble, or the steering to be uneven.

The remedy lies mostly in prevention—in keeping the entire steering system tightened up, and in getting a monthly check on the pitch and toe-in of the wheels, and the caster of the front axle.

MILLIONS FOR ROADS.

The U. S. Bureau of Public Roads reports that state and local authorities all over the country plan to spend more than \$1,601,167,000 for highway improvement in 1930. This is \$250,000,000 more than was spent in 1929.

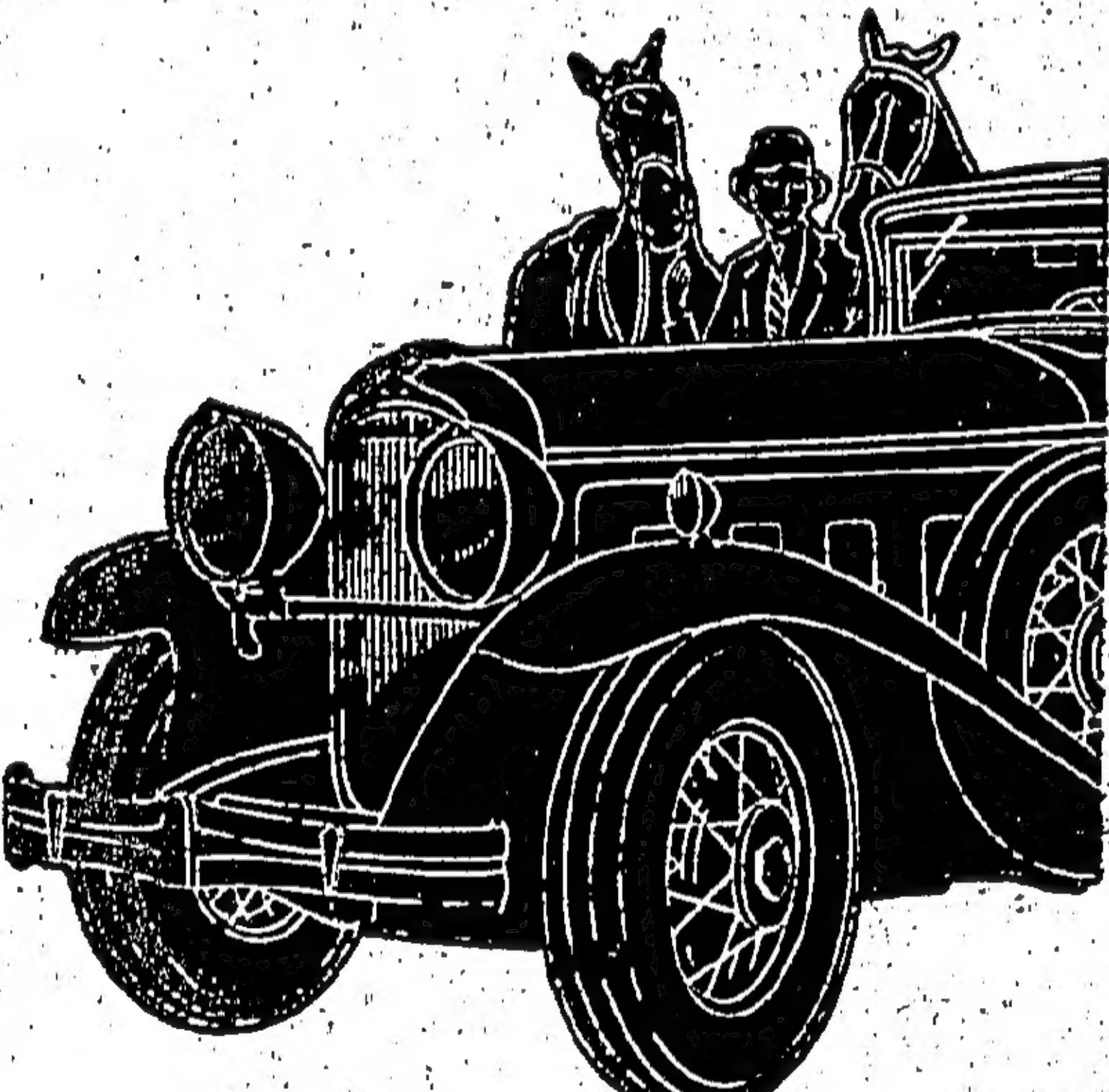
BIG ROAD PLAN.

Colorado's highway department budget, calling for the expenditure of more than \$6,000,000 for construction and maintenance of roads during 1930, has been approved. In addition, \$3,500,000 left from last year's budget will be used.

ONE-WAY VISION.



THE NEW BIG EIGHT MARMON



MARMON'S TRIUMPH IN THE FIELD OF FINER, HIGHER-PRICED AUTOMOBILES

FINEST Car Ever Built by Marmon—Time-Proved Straight-Eight Engineering—Entirely New Note in Body Architecture—Commanding Size (16 feet, 10 inches overall)—Super Comfort Dimensions—Interiors of Simple Elegance—Non-shatterable Glass All Around—Four-Range Transmission—Exclusive Marmon Double-Dome Combustion, Combining Power of Valve-in-Head, Quietness of L-Head—Equal-Pressure Cables, Instead of Brake Rods—Thermostatic Radiator Shutters—Single Button Control for Starter, Lights and Horn—Noiseless Rubber Insulators, Instead of Spring Shocks—Numerous Niceties Such as Centre Folding Arm Rest; Adjustable Seat, Steering Column and Pedals; Interior Sunshade Visors; Door Type Bonnet Ventilators; and New Crank-Type Windshield Control. Marmon Also Builds—the New 875, the New 369, and the New Model R.

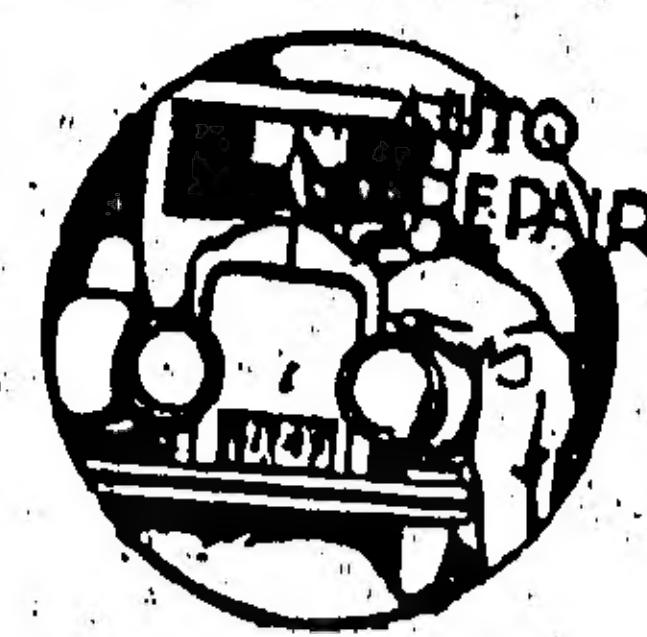
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June 7th, 1930.

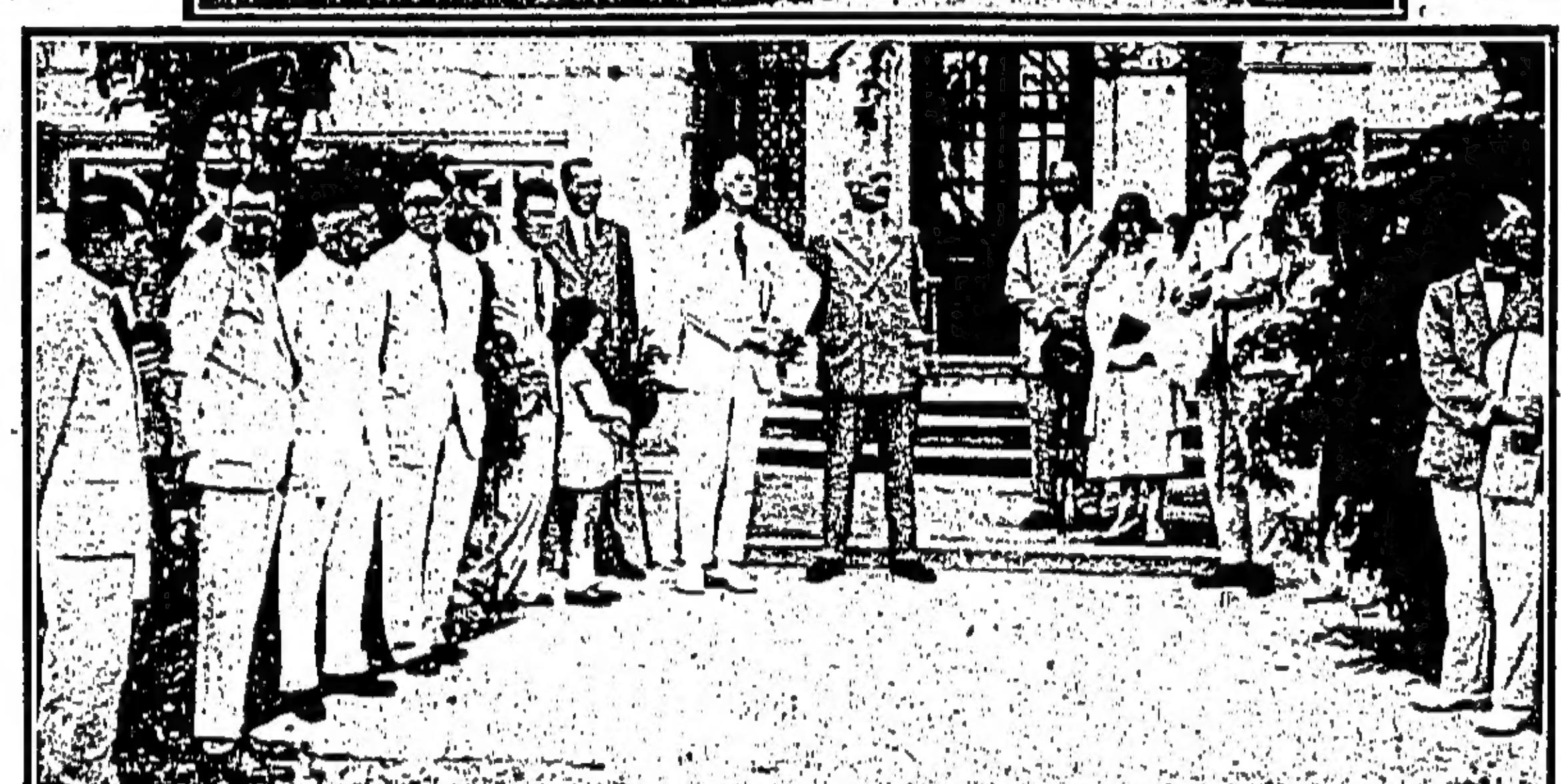
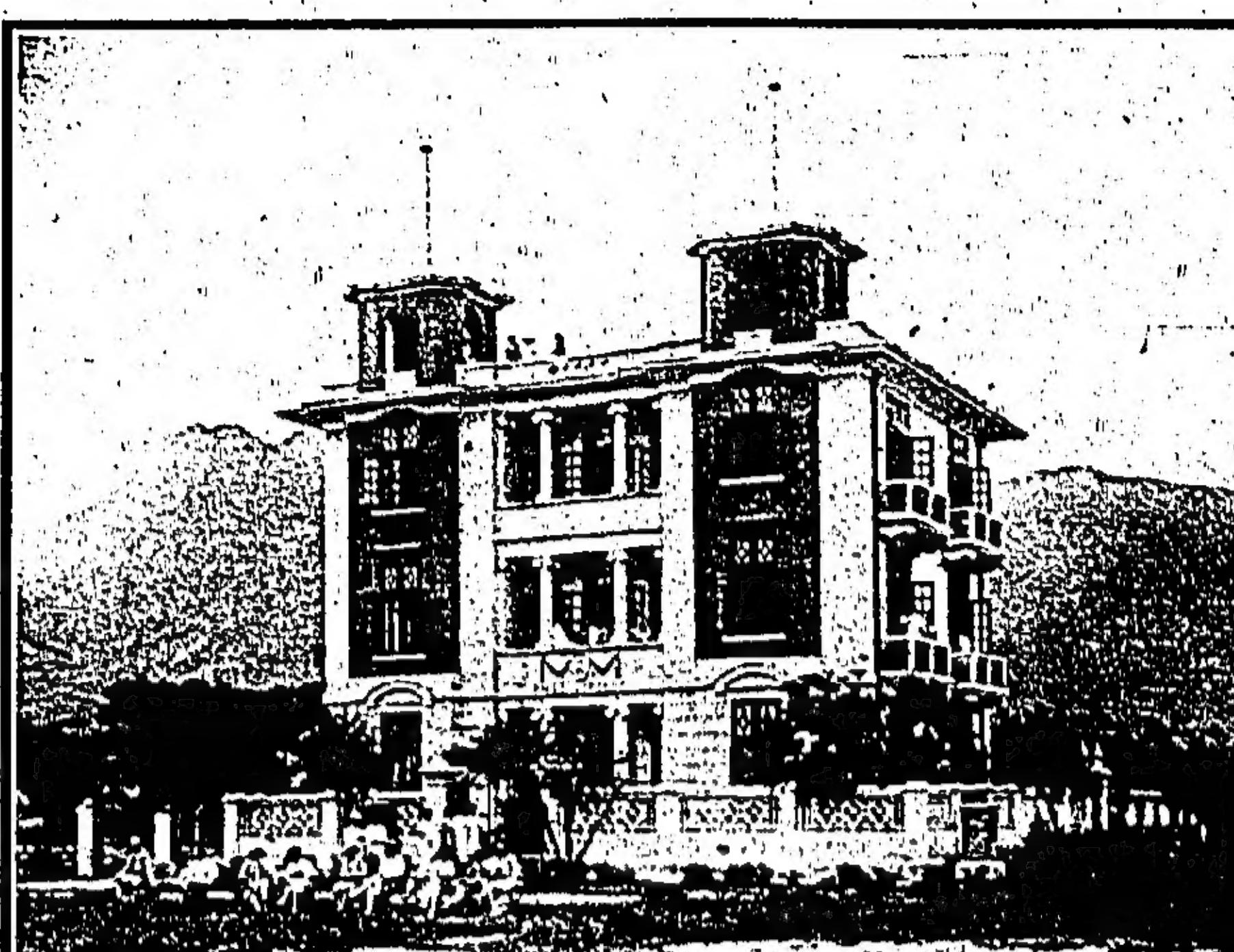
THE DYNAMIC NEW ERSKINE

In justice to yourself
You ought to try it out
It's worth while

THE HONGKONG HOTEL GARAGE.



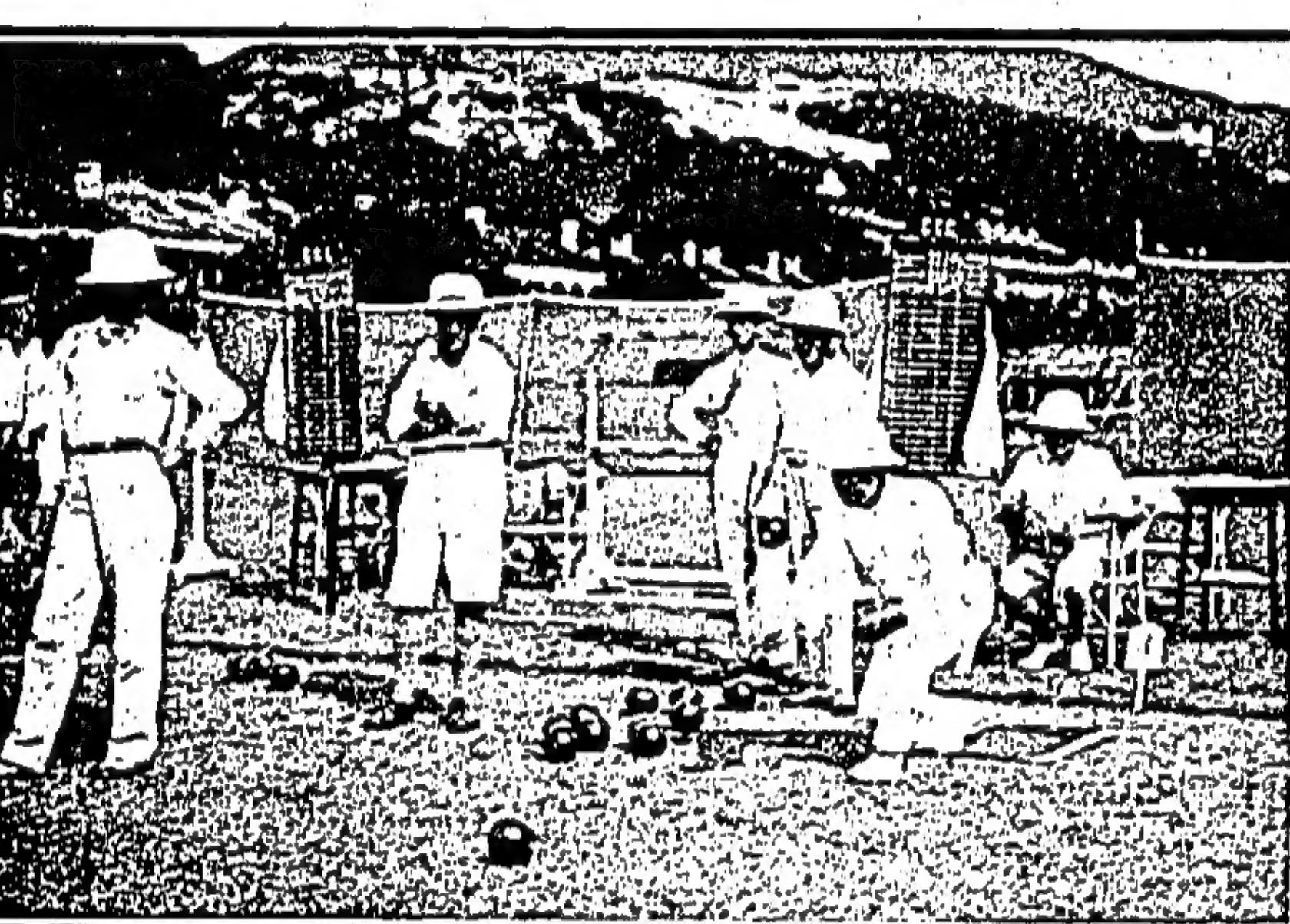
H.E. the Governor snapped in a happy mood at the opening of the Flying Club premises on Saturday. With him are Mr. E. I. Wynne-Jones, Hon. Mr. W. E. L. Shenton and Mr. C. D. Lambert. (Photo: A. Fong).



Top picture shows Field Cottage, the new Clubhouse of the Hongkong Flying Club, opened by H.E. the Governor last Saturday. Below, Hon. Mr. W. E. L. Shenton, Wing Commodore of the Club, is seen addressing those present, H.E. Sir William Peel being on his left. (Photos: A. Fong).



The arrival of H.E. Sir William Peel at the Flying Club's new premises on Saturday. Also in the picture, in addition to the A.D.C., are Lady Peel, Mrs. W. E. L. Shenton and Hon. Mr. Shenton. (Photo: A. Fong).



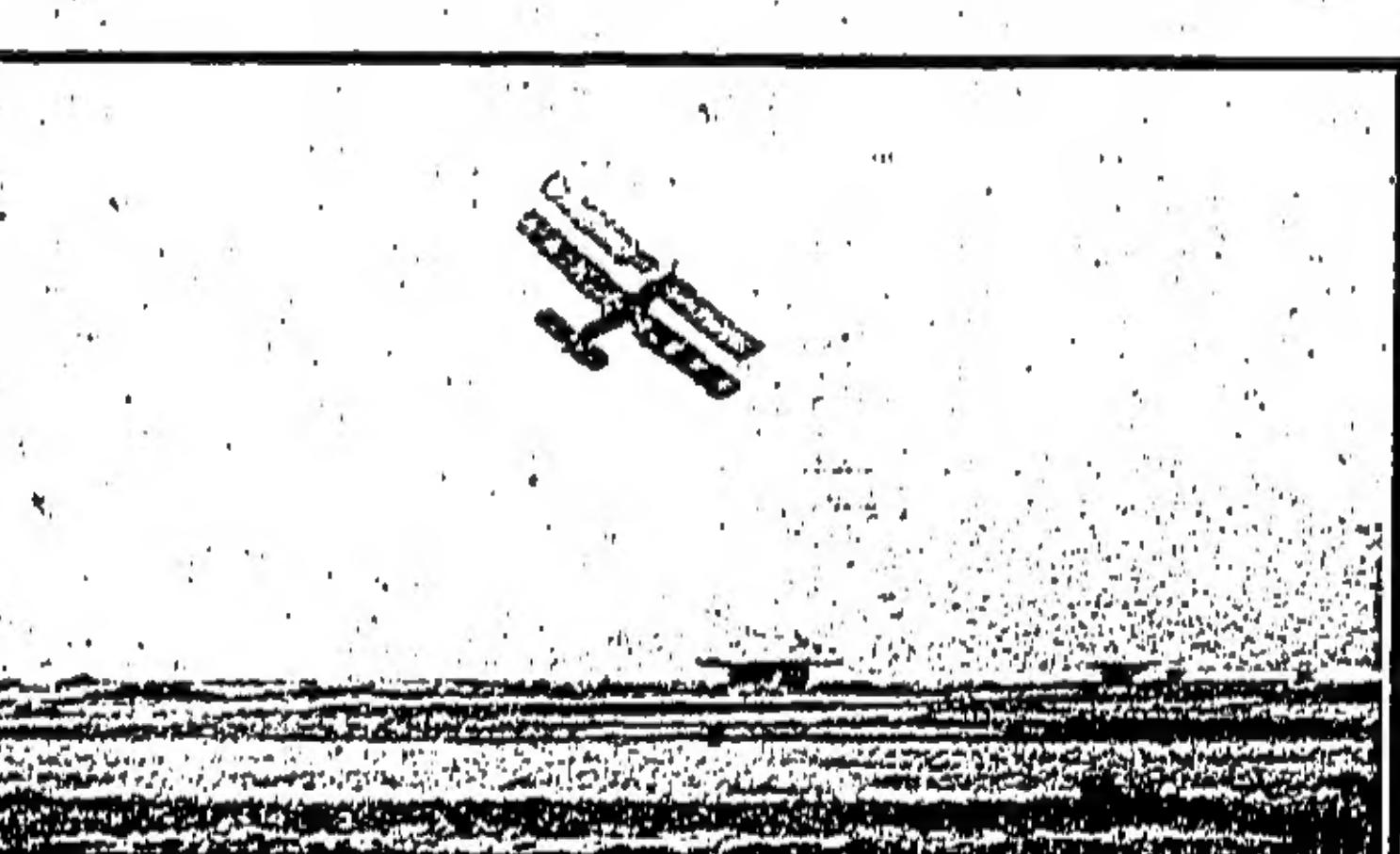
Play in progress between Craigengower and the Club de Recreio in the Lawn Bowls League on Saturday. The former won by 58 shots to 45. (Photo: Mee Cheung).



Tsingtao is becoming increasingly popular as a summer resort. This picture shows one of the beautiful country roads in the locality.



Tennis players who took part in the League match at Kowloon on Saturday between the K.C.C. and the H.K.C.C. After a close contest, the home team won. (Photo: Mee Cheung).



Stunt flying by one of the machines of the Hongkong Flying Club, on the occasion of the opening of the Clubhouse last Saturday at Kai Tak. (Photo: A. Fong).



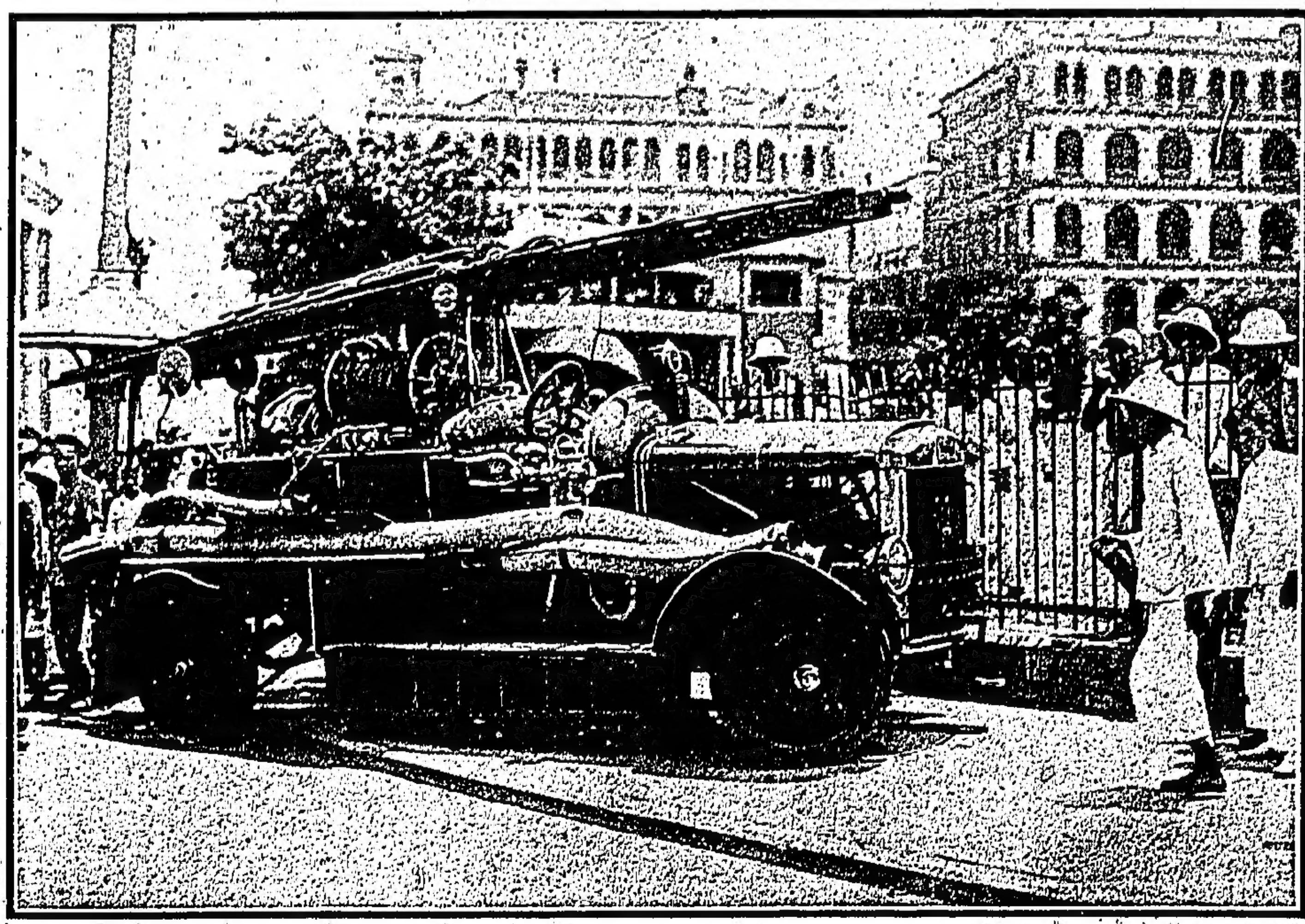
Here is another snapshot of the Lawn Bowls League match between Craigengower and the Club de Recreio at Happy Valley last Saturday. (Photo: Mee Cheung).



A close-up picture of Miss Amy Johnson, the plucky English girl who recently made a magnificent solo flight from England to Australia. She came near to equalling Bert Hinkler's record.



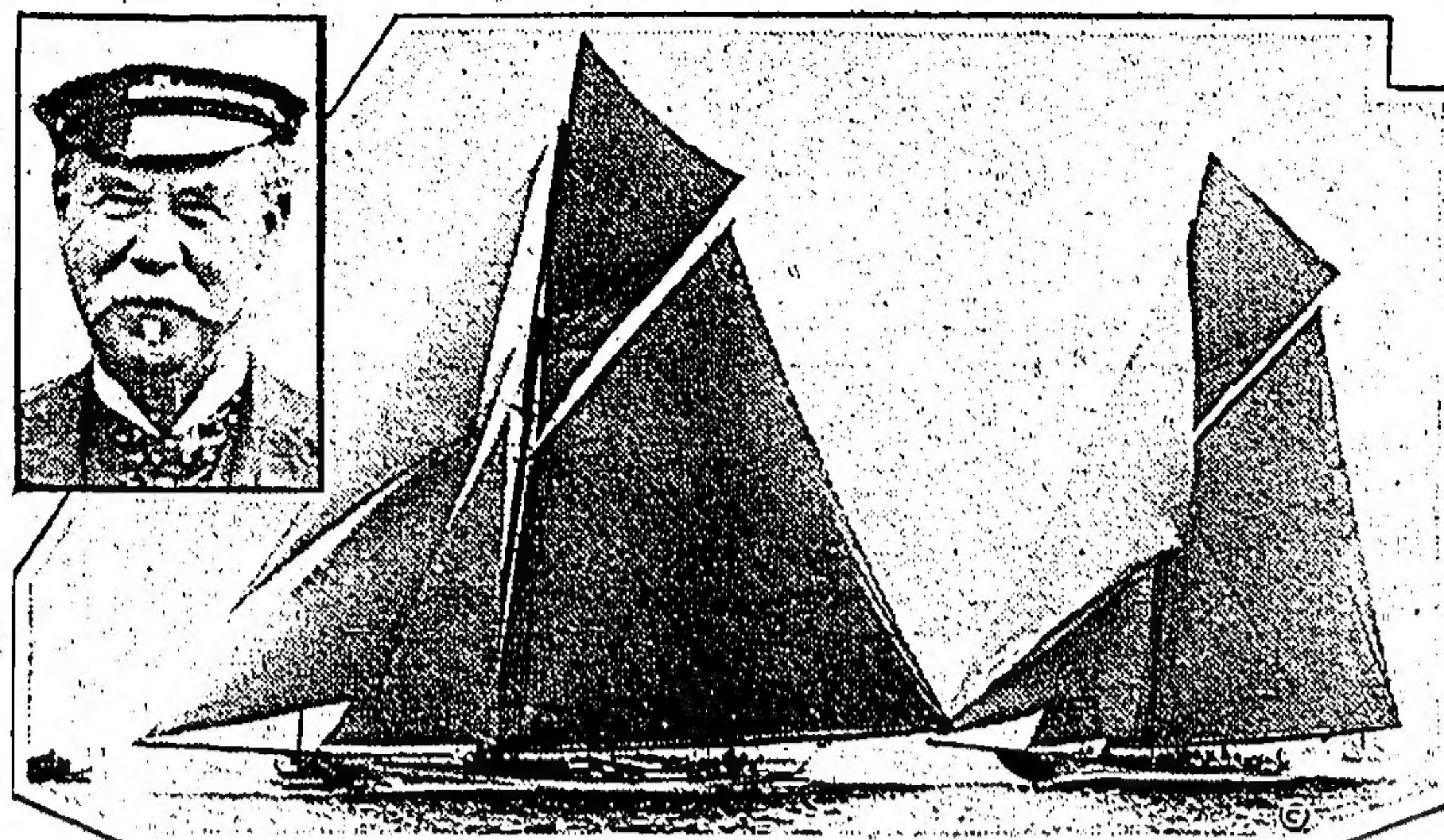
This picture shows Miss Amy Johnson just as she was about to leave Croydon on her solo flight to Australia. She is a member of the London Flying Club.



Picture shows Appliance No. 11 of the Hongkong Fire Brigade just after it had crashed into the railings of the Hongkong Cricket Club on Friday of last week, whilst on its way to an outbreak of fire on the Praya East. Considerable damage was done, but luckily no-one was injured. (Photo: Ming Yuen Studio).

THE AMERICA'S CUP.

II.—HOW ALL CHALLENGERS HAVE FAILED.



Two of the famous old America's Cup defenders are pictured here, and at the upper left you see Sir Thomas Lipton, who four times has challenged and lost and is returning this year for his fifth attempt. The yacht at the left is the Defender, victor of 1893, and at the right is the Columbia, which won three straight races from Lipton's first Shamrock.

[This is the second of a series of three articles describing the yacht races for the America's Cup.]

Every noted yacht club in the world has been invited, at one time or another, to visit the United States to compete for the America's Cup, famous international challenge trophy which has been successfully defended ever since it was snatched from the Royal Yacht Squadron in 1851 by a Yankee schooner. But only English and Canadian sportsmen have chosen to sail for it, and now, with the fourteenth challenge match arranged for this year, the rivalry for Atlantic speed supremacy seems definitely to have narrowed down to England and the United States.

It has been a long and hard-fought duel, a contest of wealth, of engineering skill, and of mariniers' pluck, characterized for more than three-quarters of a century by "sportsmanship of the highest order." Which is as it should be, for those were the very words of old John C. Stevens, first Commodore of the New York Yacht Club, when, in 1857, he suggested that the queer-looking silver pitcher be announced as a perpetual challenge to the world's best yachtsmen.

But it was a full 19 years after the cup had been won by the schooner America in a race at Cowes, England, before Britain made any attempt to regain it. Meanwhile a Yankee schooner, the Sappho, had sailed to England, incidentally setting a record of 14 days for the crossing, to meet any betting competitors it might encounter there. One James Ashbury entered his Cambria against the Sappho, which was still carrying ten tons of brick ballast from its ocean voyage, and beat her easily.

It Looked Easy.

If this, thought Ashbury, was a sample of swift American sailing craft, there seemed to be no reason why he shouldn't take the Cambria abroad and win back the America's Cup. But he was due for bitter disillusionment.

Ashbury found himself scheduled to race against a fleet of 23 boats. The race was easily won by a defending schooner, the Magic. The Cambria finished eighth. But the cheers that rolled up that day from the big fleet of sightseeing vessels, crowded to the guards, were for the craft that finished fourth. It was the American first winner of the cup!

The fine old schooner had been sold, after her sensational victory at Cowes, to a British sportsman. After he had raced her with indifferent success, she had been laid up until 1859, when, badly rotted, she was sold for junk. But the new owner relented and had her carefully rebuilt along her original lines.

Served in Civil War.

At the outbreak of the Civil War a syndicate in Savannah, Ga., bought the America, mounted her with guns, and employed her as a blockade runner in the southern cause. Finally a Yankee gunboat chased her up the St. John's river in Florida, where she was scuttled by her crew, later to be raised by the Federal government and assigned, until 1864, to the blockade fleet off Charlestown, S. C. Then she was sent to Annapolis as a Naval Academy training ship.

Strong public sentiment demanded that she be entered against the Cambria in 1870 in defence of the cup she had won. So she was re-rigged by the navy department, assigned navy crew, and proudly breezed across the finish line more than 13 minutes in advance of the new English challenger.

To-day she lies in a basin at the Naval Academy. Perhaps not a single stick of the original ship remains, but the lines are still the lines of the America, and her

strong public sentiment demanded that she be entered against the Cambria in 1870 in defence of the cup she had won. So she was re-rigged by the navy department, assigned navy crew, and proudly breezed across the finish line more than 13 minutes in advance of the new English challenger.

To-day she lies in a basin at the Naval Academy. Perhaps not a single stick of the original ship remains, but the lines are still the lines of the America, and her

GIANT FRENCH BOXER.

Willing to Challenge Carnera.



Here you see Fernand Contat, giant Frenchman, standing in the centre of a group of ordinary sized people. Contat's greatest desire is to battle Primo Carnera, the huge Italian boxer whose ring appearance in America have attracted so much attention.

Paris, May 10th.—Fernand Contat is very, very sorry that Primo Carnera's great American treasure hunt appears to be almost ended.

For the banning of the Man Mountain of Italy from the prize rings of two states doubtless will east

giantism into considerable dis

repute among the boxing fans.

This being the case, Fernand

Contat may just as well go back

to his French carnival company

and forget about the fortunes

which once were available in the

prize fight pushover business.

Fernand, you may have guessed, is a pretty big boy. In fact, looking down from his altitude of 7 feet, 8 inches, he will tell you that the ponderous Primo is only a pygmy. He insists that if he were placed in a prize ring, there just wouldn't be room for anybody else.

Fernand also is willing—and anxious—to pick on Primo first, as the man nearest approaching his own size.

Weighs 415 Pounds.

The Frenchman is a physical

freak who, like Primo Carnera in his pre-barnstorming days, goes in

for exhibitions in itinerant circuses. When down to "working weight," though he can find little

work to do, he whisks the scales to

415 pounds and his waist, pro

portionately, is slim. Possessed of as much courage as he has brute

strength, he naturally is greened

over the profits and publicity

that Carnera has cornered.

The French boy, who still is

filling out at 28, is particularly

scornful about the fact that have

made Carnera famous. Journe

former boxer who discovered Car

nera, always claimed that he

tracked him down by following

gigantic footprints in the mud

and that Carnera was barefoot be

cause he could find no shoes to fit

him. But Fernand says that his

shoe would make Carnera's look

like Cinderella's slipper.

Then, as to eating, another

claim to Carnera greatness: Fern

nan says there would be nothing to

it if they were matched. He

modestly pointed out that, like all

good Frenchmen, he breakfasts

lightly. But instead of being satis

fied with one cake, he eats three

dozen. At other meals, his nor

mal nourishment would put Primo

completely out of form.

Drinks Cocktails in Beer Glasses.

He likes a few cocktails before

dinner, and has them served in

beer glasses. A loaf of bread split

lengthwise, makes him a

fairly substantial sandwich. A

leg of lamb put before him is

handled very informally, like a

chicken drumstick. M. Contat re

ceives very little money from his

circus engagements, but since he

also gets his board, room, and

clothing, he considers himself very

well paid.

Everything, of course, has to be

made especially for him, with

about twice the usual amount of

material. Nobody wants him for

a boarder—even the boarders

themselves, for Fernand easily

can reach the entire length of a

dining table. The cafes, however,

find him excellent publicity and

seldom charge him more than the

regular amounts for meals and

drinks of wine or cocktails.

As for boxing, M. Contat doesn't

know very much. But neither does Carnera, he growls,

pointing to the decision of the

California State Athletic Commis

sion after the Oakland fiasco. He

certainly can outreach the Italian,

and believes he can outshove him

if they ever meet.

"I can learn more about the

boxing game, too," said Fernand.

Enough to take care of myself

with ease, I think. But this Car

nera that they think is so big—ah,

I wish the rich Americans would

give us a chance to perform to

gether."

We Specialize

PRIEST'S MODERN METHODS.

Find Much Favour in France.



Father Joseph Beaudreau, of Spencer, Mass., only American priest to hold a parish in France, here is shown with some younger members of his humble Fourqueux church.

Paris, May 8th.—The French people were surprised the other day to learn from the Paris newspapers that an American priest was the head of a French parish. In an out-of-the-way locality he has won popularity and success among his adopted people by his introduction of American methods.

Father Joseph Beaudreau, the only American priest to hold a parish in France, who originally hailed from Spencer, Mass., is a self-exiled religious enthusiast.

His two parishes in the high wood

hills about Fourqueux are less

than 100 miles from Paris, but 400

years remote from modern civilization.

Father Beaudreau was a star football player at the Hartford, Conn., seminary which he trained

for the priesthood. After being

admitted to the missionary Order

of the Fathers of la Salette, he

continued his studies in Rome.

During the war he went to Switz

erland where he administered to

refugees.

There he demonstrated the

qualities of leadership which later

won him the offer of a prosperous

parish in the United States. He

was offered a post on the frontiers

of the faith." So he was

transferred to the little seminary

of the Fathers of la Salette, at

Fourqueux, in the Marly Forest,

with the additional charge of the

two parishes of Fourqueux and

Mareil-Marly.

"When I first took over the lost

hill parishes," said Father Beau

reau, "I found the two churches

in a state of utter dilapidation,

even with rain pouring through

the roofs. Being a good Ameri

can in spite of my long resi

dence abroad, I decided to organize typi

cal American 'drives' to raise

the money to rebuild them.

"Among other ideas, I planned

raffles, but had no money to buy

prizes. So I appealed to my rich fellow-countrymen, who are our neighbours.

"I was most cordially received and was served with cocktails and rare wines. But when I suggested that a few bottles of good wine would make excellent prizes, my hosts were horror-stricken. Apparently no clergymen had a right to enable his parishioners to drink good wine.

"The same reaction came when I planned Sunday theatricals, believing that work of the Lord can best be done on His day. But my wealthy friends refused to contribute for Sunday shows, although

Headlines That Bring Good News



all hats shown are creations of Frances Clyne, New York

Hats for summer come in so many pleasing styles that every girl must use her head to select the models that best suit her type

by Julia

I. FOR parties and general dress wear in leisure hours, go the whole way and get a picture hat. They are so leisure-hour-looking, and goodness knows it won't hurt any of us to develop the feeling. Most of our lives are far too strenuous. It's a good idea to look as if work never came near us, once in a while.

Such a little inducer is a picture hat of beige lace straw that is worn slightly askant the head, so sheer that it shows off your pretty hair, and poised so carefully that your hair shows at the sides, too. It has a lacy edge and a bow across the back of the sheer straw that looks almost like chiffon or lace, and yet is so much stancher.

II. NOW for a dress hat to wear to the matinee, to tea, to lunch with either a dressmaker suit or a printed chiffon or crepe frock. Shiny straw is your choice, by all means, and preferably black if your outfit allows. One of these is black panama, with a brim that turns well back from the forehead to show your hair, which is a new trick and a sweet one, and one that you should develop. A demure little bow of ribbon perches where the brim is shortest and the satin ribbon outlines the face, too.

III. FOR sports or morning wear, I suggest a knitted turban of brown, beige and capucine worsted, with a draped back and shallow cut. It is excellent with a fine worsted or tweed suit or ensemble.

IV. FOR luncheon or for afternoon wear or if you feel like it for all-day wear with a soft printed and plain chiffon outfit, try on some of the semi-picture hats. Not too big one, don't make that mistake. For this kind of outfit doesn't ask the superlative in a dressy hat.

Remember this is a season when so many choices are left open to you that a little restraint is a big sign of good taste.

An excellent choice for a red and beige chiffon and printed silk outfit is a medium-sized picture hat of black baku, with the rippling brim I mentioned and a smash bow of cherry velvet ribbon on one side of said brim.

V. FOR a dressmaker suit or for warm-day wear with a little printed frock, you might well consider a little lighter-than-navy blue straw turban with a very feminine brim that drapes this way or that in subtle manner.

A FRENCHWOMAN once told me that "in spite of ourselves, my dear, we are like our hats". Doesn't that make you shudder when you remember some of the atrocities certain sales girls have sold you in the past? For I'm sure there's not one of us who does not have some hat ghosts to lay low!

But there is no excuse in the world this year for wearing any but the most becoming headgear.

There is plenty of choice. You can find a hat for every hour of the day, for every type of frock, suit, coat, dinner costume, and garden party dress.

It is all just a matter of using your head!

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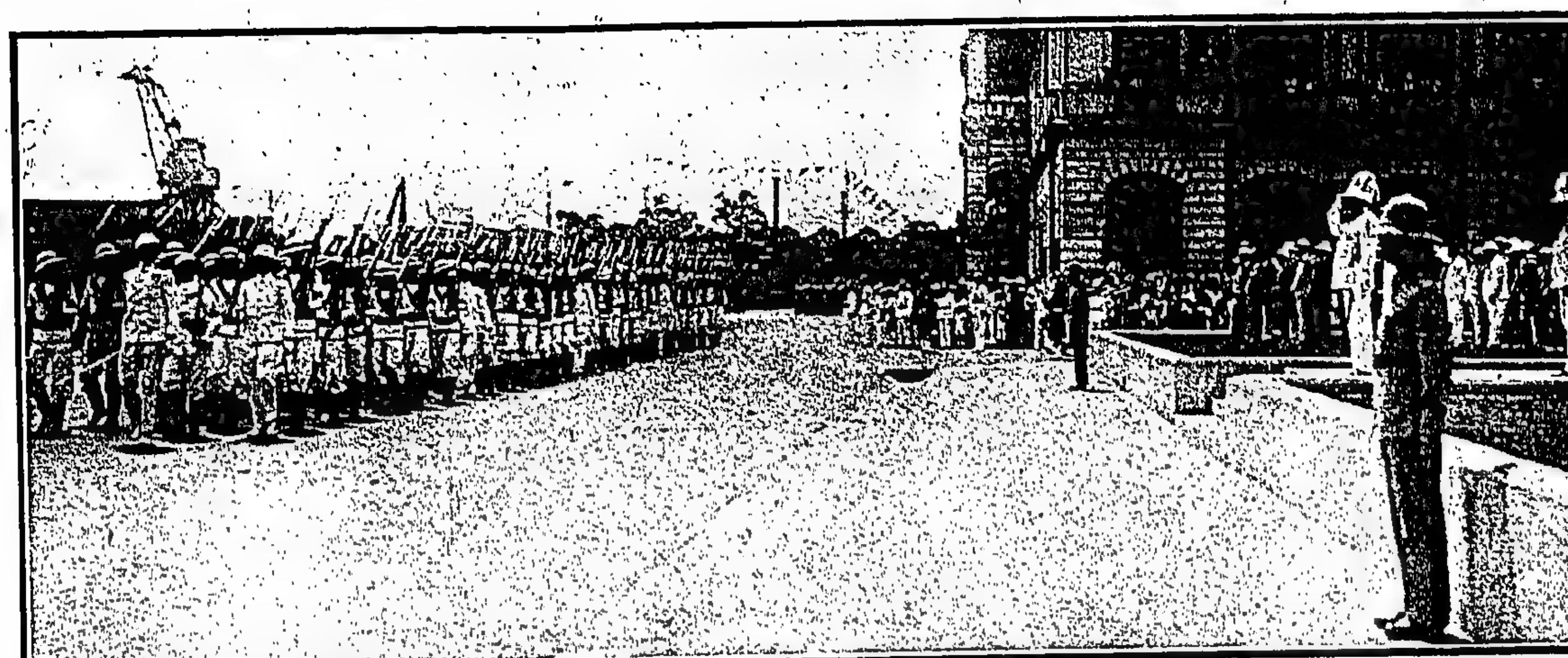
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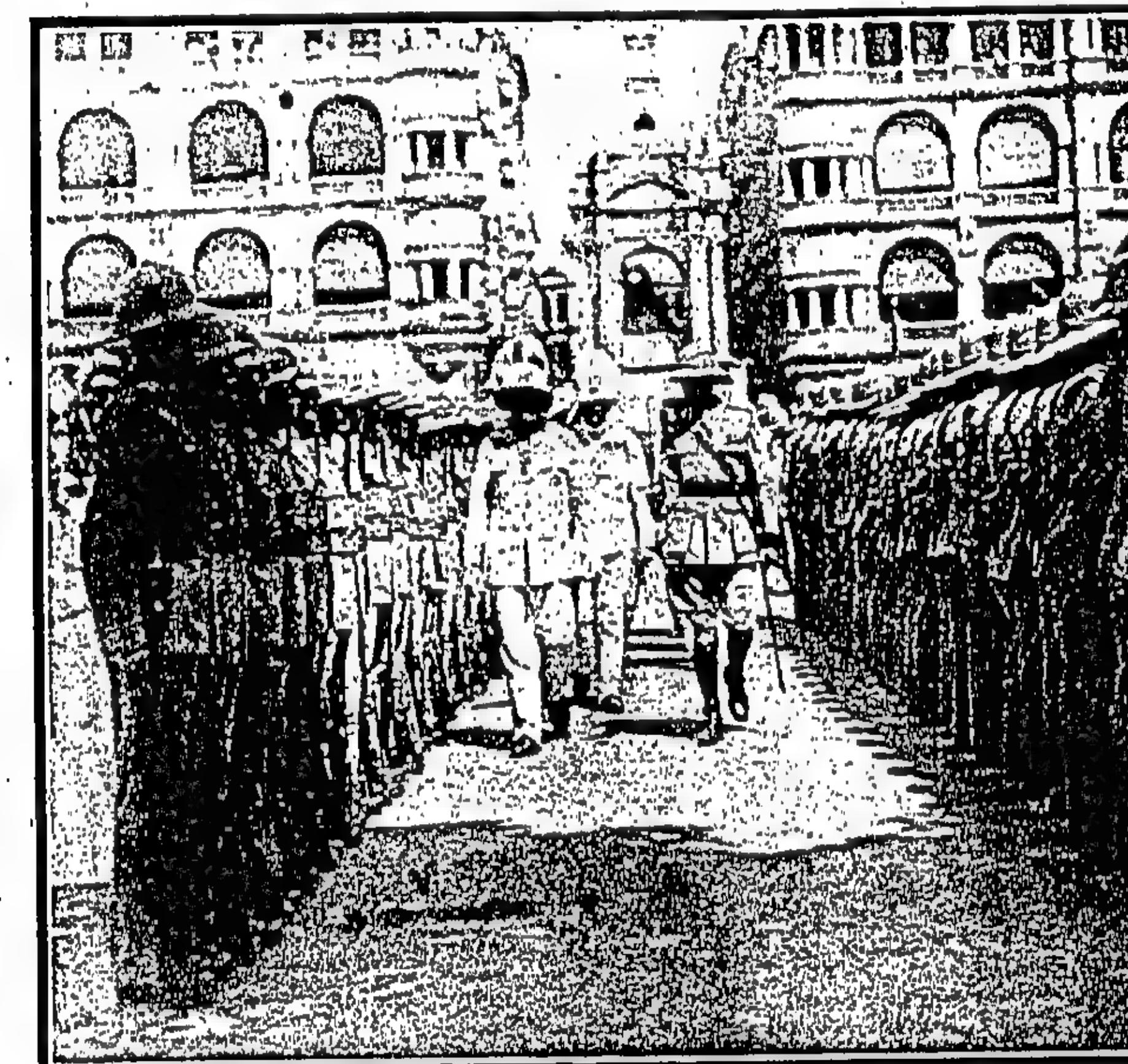
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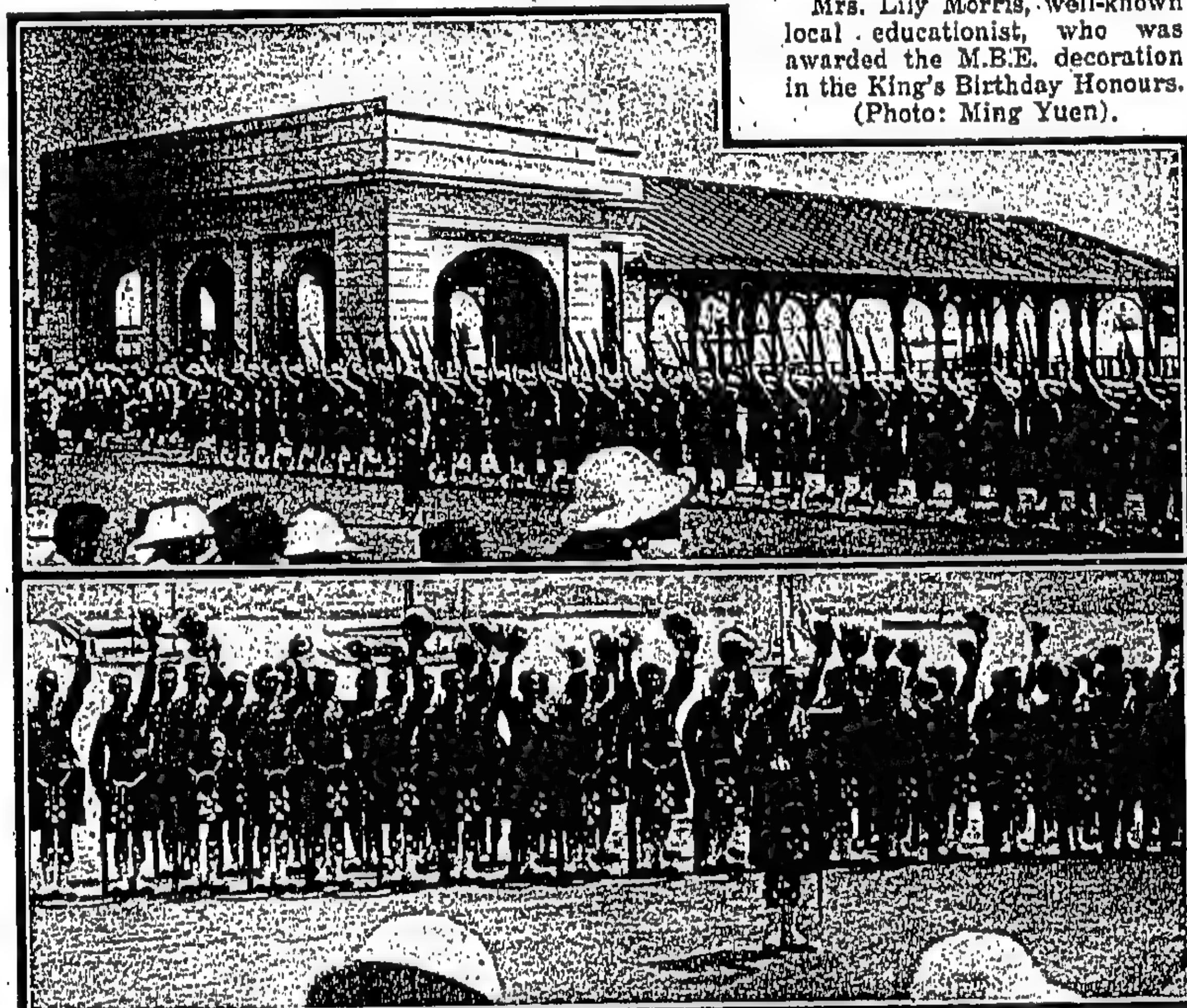
His Excellency the Governor (Sir William Peel, K.B.E., C.M.G.) taking the salute at the Hongkong Cenotaph as the naval detachment marches past during the parade held in honour of the birthday of His Majesty the King on Tuesday. (Photo: A. Fong).



Mrs. Lily Morris, well-known local educationist, who was awarded the M.B.E. decoration in the King's Birthday Honours. (Photo: Ming Yuen).



His Excellency the Governor (Sir William Peel, K.B.E., C.M.G.) inspecting the troops at the King's Birthday parade on Tuesday last. (Photo: Mee Cheung).



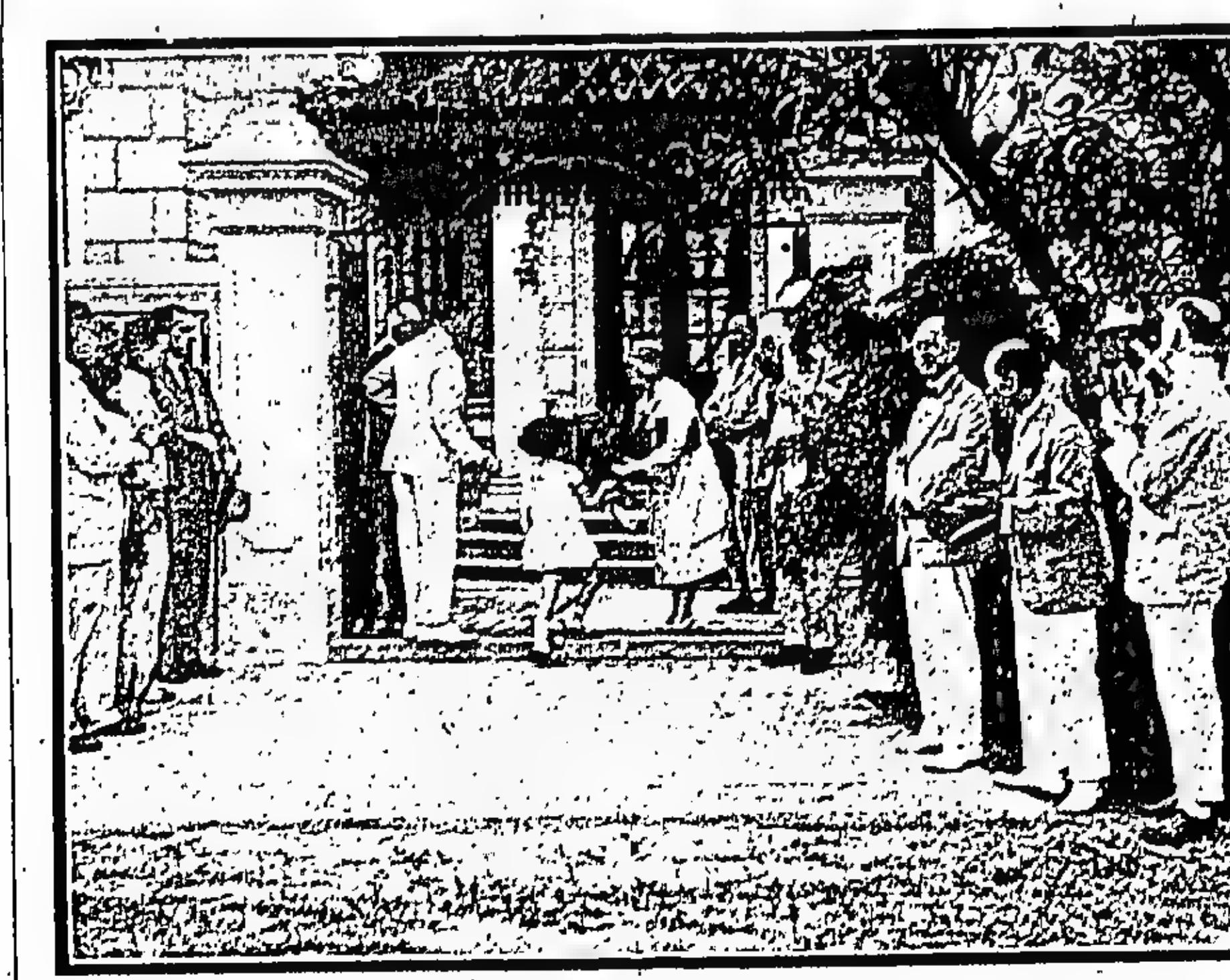
Two good snapshots of the Argyll and Sutherland Highlanders at the King's Birthday parade in Hongkong on Tuesday. Top, the firing of the feu-de-joie; bottom, the troops cheer for His Majesty. (Photos: Ming Yuen Studio).



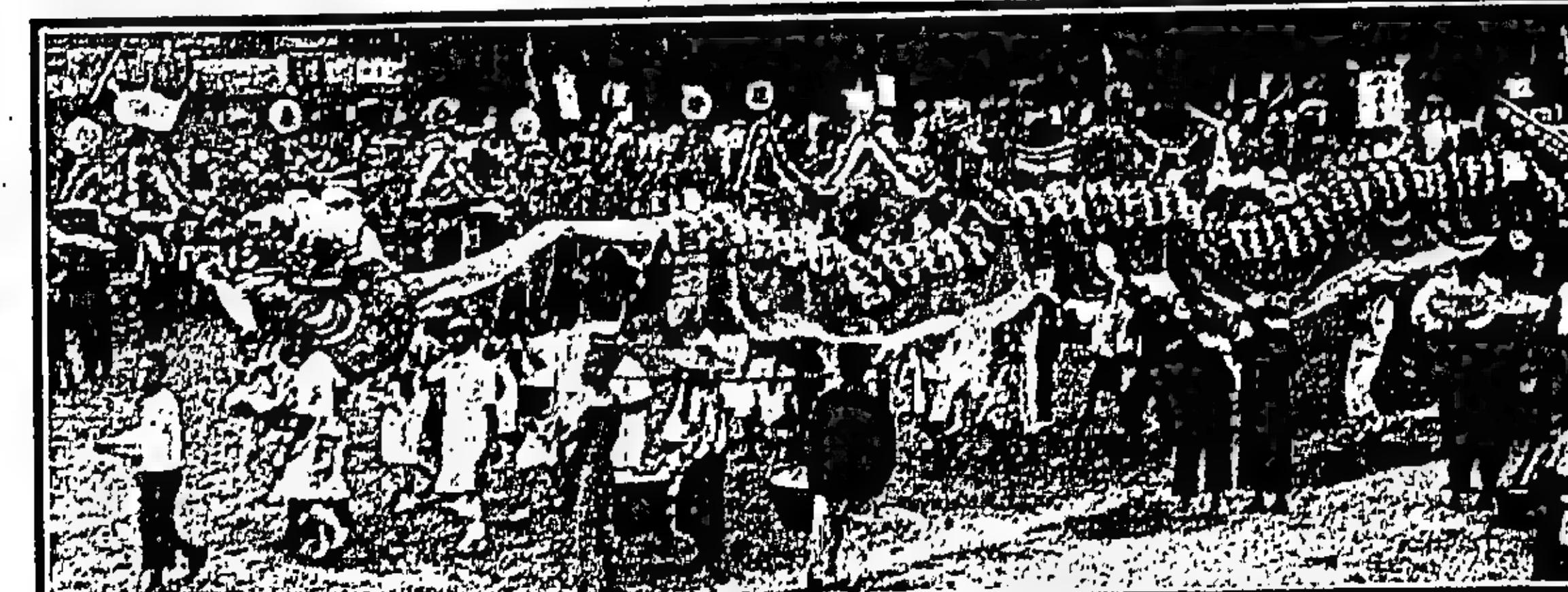
Mr. R. M. Dyer, Chief Manager of the Hongkong and Whampoa Dock Co., Ltd., who figured in the King's Birthday Honours List as recipient of the C.B.E. decoration. (Photo: Ming Yuen).



Mr. D. W. Tatman, one of the best-known Government officials in Hongkong, who received the C.M.G. decoration in the King's Birthday Honours.

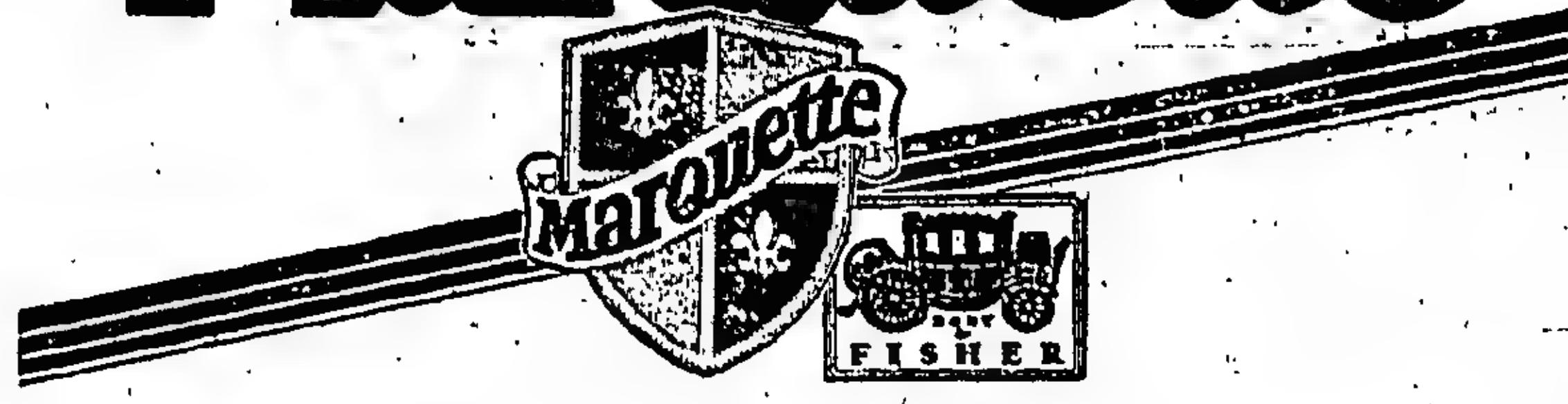


Little Miss Bunty Forbes presenting a bouquet to Lady Peel on the occasion of the opening of the Flying Club's premises on Saturday last. (Photo: Ming Yuen Studio).



The Dragon Boat Festival in Canton this year was celebrated on an elaborate scale. Here is seen one of the huge dragons which took part in a procession.

Marquette



BUILT BY BUICK BODY BY FISHER A GUARANTEE OF EXTRA VALUE

"Built by Buick"—only the Marquette in the moderate-price field can offer that priceless recommendation. This remarkable new six provides in every feature the unsullied goodness that has forever established Buick in the public mind as a master builder. Extra quality is everywhere—to provide extraordinary brilliance in performance, unfailing dependability in service, and unlimited satisfaction in ownership.

On its staunch and sturdy chassis the Marquette carries closed bodies by Fisher—the latest expression of the artistry and craftsmanship of the world's greatest body builder. Smart, low-slung lines—the last word in modern good taste. Interior and exterior finishes of pleasantly blending colors. Tailoring and appointments of exceptional quality and completeness. And such value

features as a remarkable new non-glare windshield, to be found on no other automobile; adjustable driver's seat; and beautiful new rubberized moquette upholstery, waterproof, dustproof and wearproof—shown for the first time on Marquette.

The great resources and unparalleled facilities of Buick and Fisher have combined to provide a greater measure of extra value than any car of comparable price offers.

At the first opportunity see and drive the Marquette. Check every feature, make every test.

The Marquette is easy to own. Talk to your dealer about it. You will be surprised at how economically you can buy a Marquette on the liberal G. M. A. C. terms.

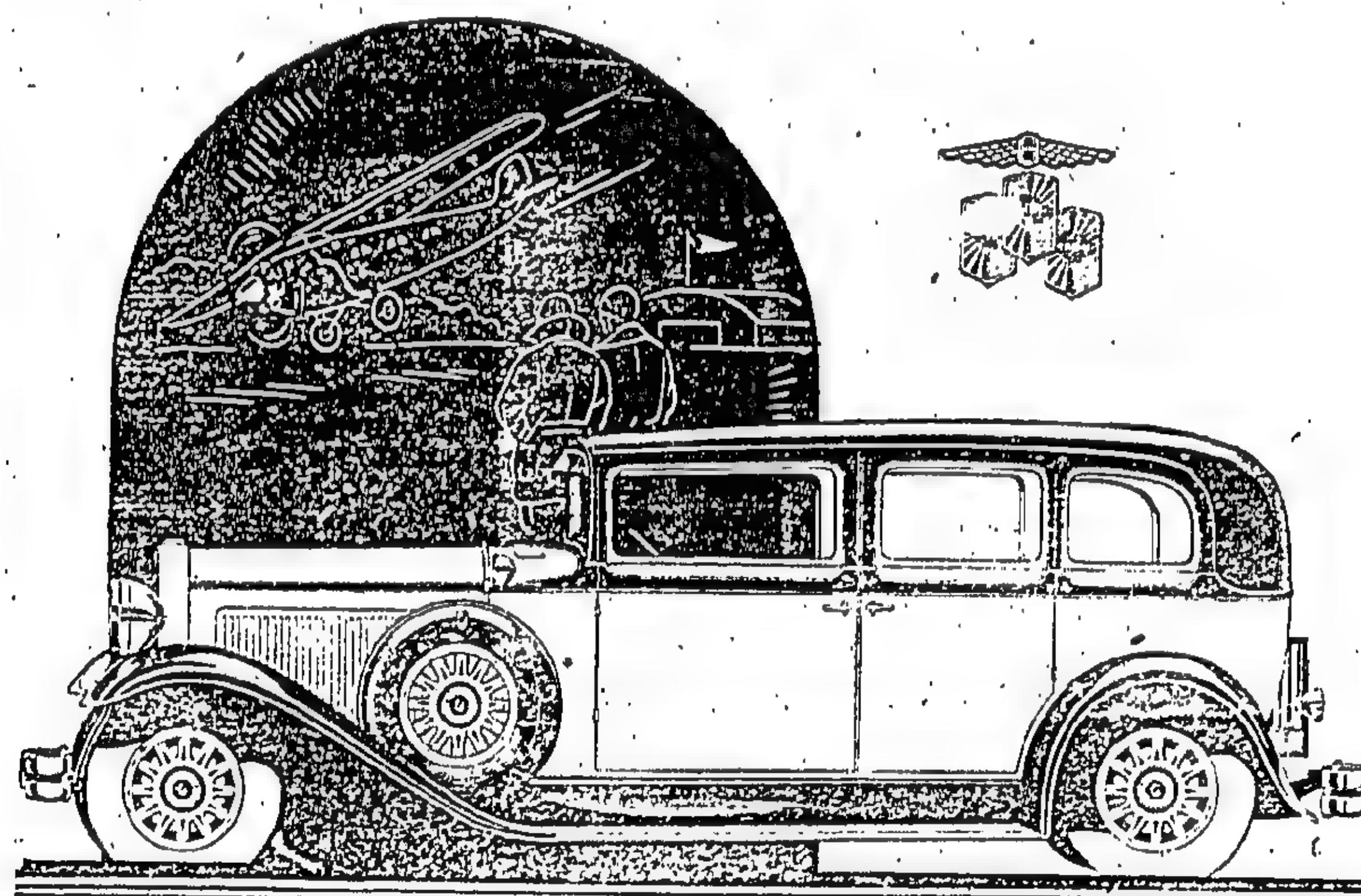
BUICK MOTOR COMPANY, FLINT, MICHIGAN
Canadian Factories Division of General Motors Builders of
McLaughlin-Buick, Oshawa, Ont. Corporation Buick and Marquette Motor Cars

THE DRAGON MOTOR CAR COMPANY, LIMITED.

Telephone 30226.

33, WONG NEI CHUNG ROAD, HAPPY VALLEY.

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM



AN AVIATOR SPEAKS!

An aviator has to know engines intimately—his life often depends upon their performance.

"It was an excellent idea to apply the Twin-Ignition principle to pleasure cars. It means an added superiority of performance that can not be too highly praised.

"Of course, we are used to twin ignition in air engines, but the first time I drove

that easy steering, beautifully balanced Nash '400,' I must confess that it seemed even smoother than my airplane.

"Performance is the first thing a flyer wants in a plane or a car, but pleasing lines and colors mean something too.

"Personally, I don't believe there is a better looking car on the market than the new Nash '400' for 1930."

Notable features of the 1930 Nash "400" include: Cable-actuated 4-wheel brakes, automatic chassis lubrication, built-in automatic radiator shutters, hydraulic shock absorbers, world's easiest steering—steel spring covers with sealed-in lifetime lubrication—and in the Twin Ignition "8" Duplate non-shatterable plate glass throughout.

WONG SIU WOON.

Sole Agents for Hongkong and South China.
Telephone C. 1474. 21, Pottinger Street.
SERVICE STATION:—76, Des Vœux Road, Central.
Telephone 2844.

1930 NASH 400

40-0120

WORLD-WIDE MOTOR NEWS.

Races For 1930.

The big international automobile races have been arranged to take place during 1930 on the following days:

Belgian 24-hour Grand Prix, July 5th and 6th.

German Grand Prix, July 13th. Spanish Grand Prix, July 27th. European Grand Prix (in Belgium), July 30th.

Royal Automobile Club Tourist Trophy, (England) August 23rd. Italian Grand Prix, September 7th.

French Grand Prix, September 21st.

Crosses Kalahari Desert.

The Kalahari, known as the "tantalizing desert" of South Africa, has been crossed for the first time by an automobile—an Oldsmobile. The 700 miles of dreary waste from Windhoek to Johannesburg, consisting of shifting sand and scrubby bush under blistering sun, were traversed in six days. It takes donkeys or oxen from four to six weeks to make the crossing. Mechanics pronounced the mechanism of the Oldsmobile in perfect condition at Johannesburg and South Africans are hailing thefeat as one of the most outstanding motor performances ever recorded.

Double-Decked Buses.

An important step in coordinating rail and motor bus transportation is the recent proposal of the New Railways Corporation to tear up its surface street railway and elevated tracks on Sixth Avenue, a very busy and congested thoroughfare, and to replace them with a fleet of double-decked motor buses.

It is estimated that the powerful, double-decked buses will take care of all the passengers who travel on the surface and elevated lines. Merchants along Sixth Avenue long have been fighting to have the unsightly elevated tracks removed, as well as the surface line which contributes to traffic congestion.

On St. Helena.

St. Helena, where Napoleon spent his last years in exile, never had a motor vehicle until January 1930, when governmental restrictions against mechanical transportation were lifted.

AIR-RAIL TRAVEL.

Australian Air Services.

SYDNEY TO PERTH.

According to press reports forwarded to the Department of Commerce, the Australian Aerial Services, Ltd., and the Commonwealth Railways are completing arrangements for a combined air-rail service from Sydney to Perth, which will be available for Melbourne passengers. The journey, it is estimated, will take thirty-five hours, and the total distance will be 2,187 miles.

Plans are that passengers will leave Sydney at 5:30 on one morning, arrive at Port Augusta in time to take the Western express at 6 o'clock that evening, arrive in Oodleia at 6:30 the following morning, and leave there by plane in time to reach Perth at 6:30 that evening. Melbourne passengers will connect with the service from Sydney at Hay by means of a plane from Melbourne to Hay.

There are 102 registered aircraft owners, 230 licensed private pilots and 153 licensed commercial pilots in Australia. Three large companies operate regular air services over 5,404 miles. The oldest and longest of these services is that maintained weekly each way between Perth and Derby, a distance of 1,467 miles. The newest and second longest regular service is between Perth and Adelaide, South Australia. Joining this service is a line linking Adelaide with Cootamundra, New South Wales, a distance of 578 miles. The services between Mildura and Broken Hill and between Melbourne and Hay are operated twice weekly. A new service from Brisbane to Townsville in Queensland has been announced for January. Ten triple-engined monoplanes are to come from England to inaugurate the service. An extension of this service to Cairns, Queensland, and Port Moresby, New Guinea, within twelve months is promised.

LINK PLANE AND AUTO.

An airplane manufacturer is attempting to install a drive-yourself automobile system at the company's airports. This is to provide facilities for traveling salesmen to drive into town without delay.

The pioneer of commercial transportation in this historic island is a Chevrolet Utility Truck. Great interest has been shown in the performance of the first motor unit to reach St. Helena. Chevrolet's performance over the 80 miles of exceptionally bad roads abounding in hair-pin bends and steep grades, has been eagerly watched by all the merchants. As the maintenance of animals for hauling produce over the 47 square miles of the island is very expensive, it is expected that motor transportation will soon replace the older method.

The World Builds Car.

Materials for automobiles are gathered from all parts of the world, including rubber from British Malaya, tin from Bolivia and nickel from Canada. Australia supplies tantalum used in steel, alloys, and Ceylon contributes graphite. Chinese tungsten, Spanish cork and German barium are other items that go into the production of motor cars.

Travel by Rail.

The railroad freight business produced by the plant of the Buick Motor Company in Flint, Michigan, is greater than the tonnage hauled for an entire average United States city of thirty or forty thousand population.

Ex-Kaiser's Private Road.

The Avus track, in Berlin, Germany, was originally a private road from Potsdam to Berlin, built especially for ex-Kaiser Wilhelm. Since the war the road has been turned into a speedway by making banked loops at each end and growing a grass strip down the middle of the wide track.

Woman Invents Signal.

Mrs. Clara Boag is believed to be the first woman inventor in The Irish Free State. She has just invented a signalling device for automobiles.

Life Tax Law.

One of the most unpopular automobile laws in Paris, the "octroi," has been removed. This law required all motorists to stop before entering or leaving the city and have their gasoline tanks measured. The gas in the tank was then taxed.

DANISH PRINCE IS ARDENT MOTORIST



Prince Viggo of Denmark, a Captain in the Danish Army, and an enthusiastic horseman, is seen here about to enter his new La Salle which he drives himself.

The Ruler who safely and gracefully negotiates turns in this ornate vehicle was chosen in 1898 by the heads of the states comprising the Malay Federation.

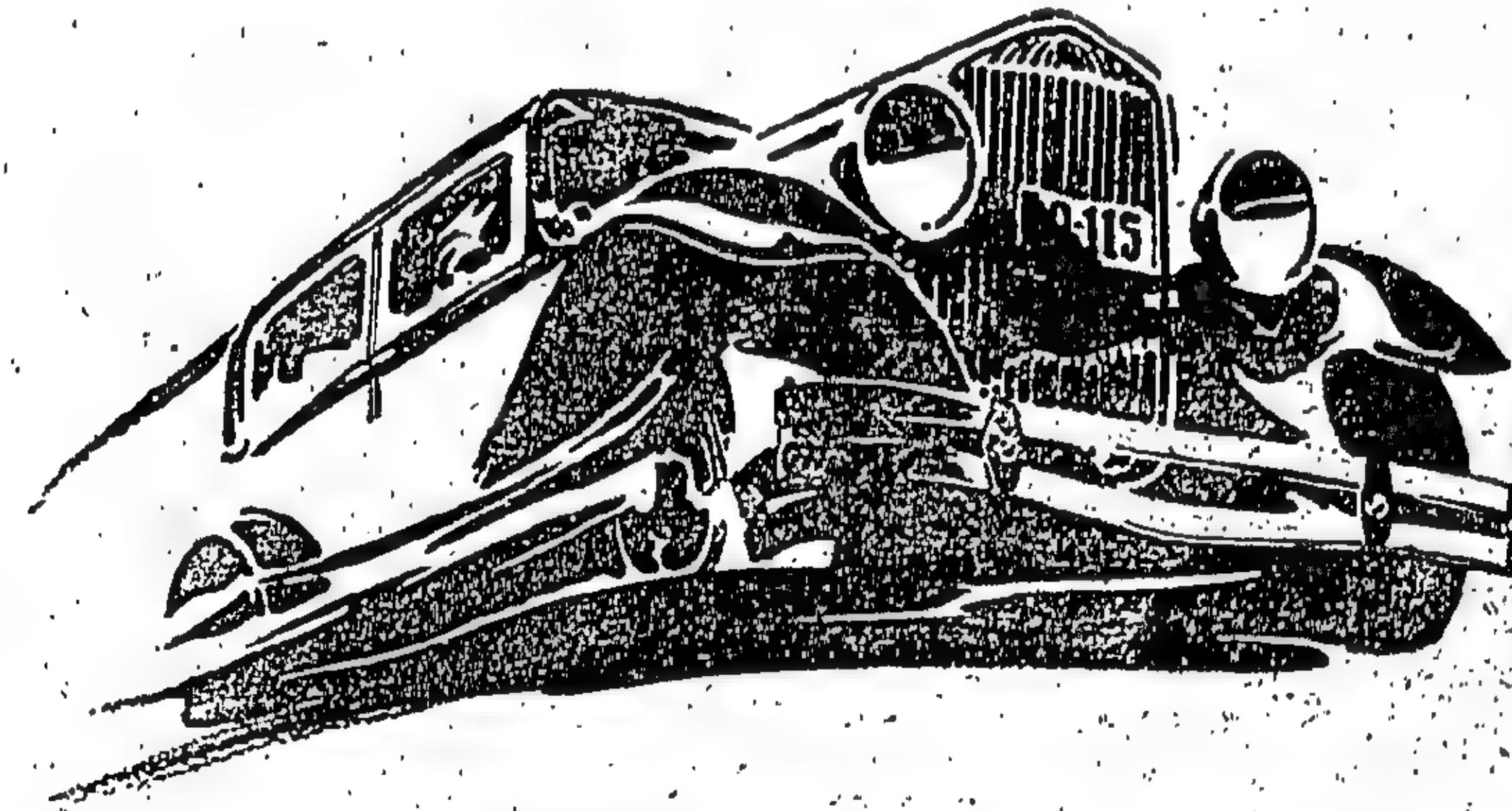
Progress in Peru.

Construction on Peru's link in the great, Pan-American Highway is progressing speedily and is now extending eastward from Lima, the capital city, toward the boothills and up some of the gentle slopes of the Andes Mountains. The road is completed past Chosica, a health resort about twenty-five miles east of Lima. From Chosica the highway branches, one division following and opening the route to San Jeronimo, the other being completed nearly to San Bartolome. The Lima motorist may now travel about twenty miles eastward from Chosica, and eventually will be able to push into Andean heights now reached only by airplane and railway.

ROAD RECEIPTS GROW.

In 1919, with a registration of 7,565,466 vehicles, the average automobile receipts for highway improvement were \$8.68 a car. Ten years later, with a registration in excess of 24,000,000 vehicles, the average income per car was \$25.68.

The things that count in a motor car... as you yourself can prove them



The NEW Essex Challenger

Advantages that Challenge

It is a Big Roomy Essex—Longer wheelbase and wider seats afford additional comfort for passengers.

It is a Low, Safe Essex—A double-drop frame lowers body height with headroom maintained and road clearance increased. Four-wheel brakes are effective with light pedal pressure.

It is a Modern Essex—Designed in the vogue of 1930. Modern design is used in the detailing of fenders, hood, hub caps and body moldings; repeated in interior fittings and decorations.

If you have not already ridden, we invite you to examine and drive the New Essex Challenger.

In looks, in action, its appeal is instantaneous. To those who have owned cars around this price, it is a revelation. It gives a new sense of stability and power. It holds a charm of appearance, riding ease and a pride of ownership that comes only with surpassing performance.

That is why owners express admiration in the comparison of their cars with the finer, costly cars of noted performance ability. It is why, with almost one voice, they call the New Essex Challenger the greatest dollar-for-dollar value ever offered.

FULL PARTICULARS FROM

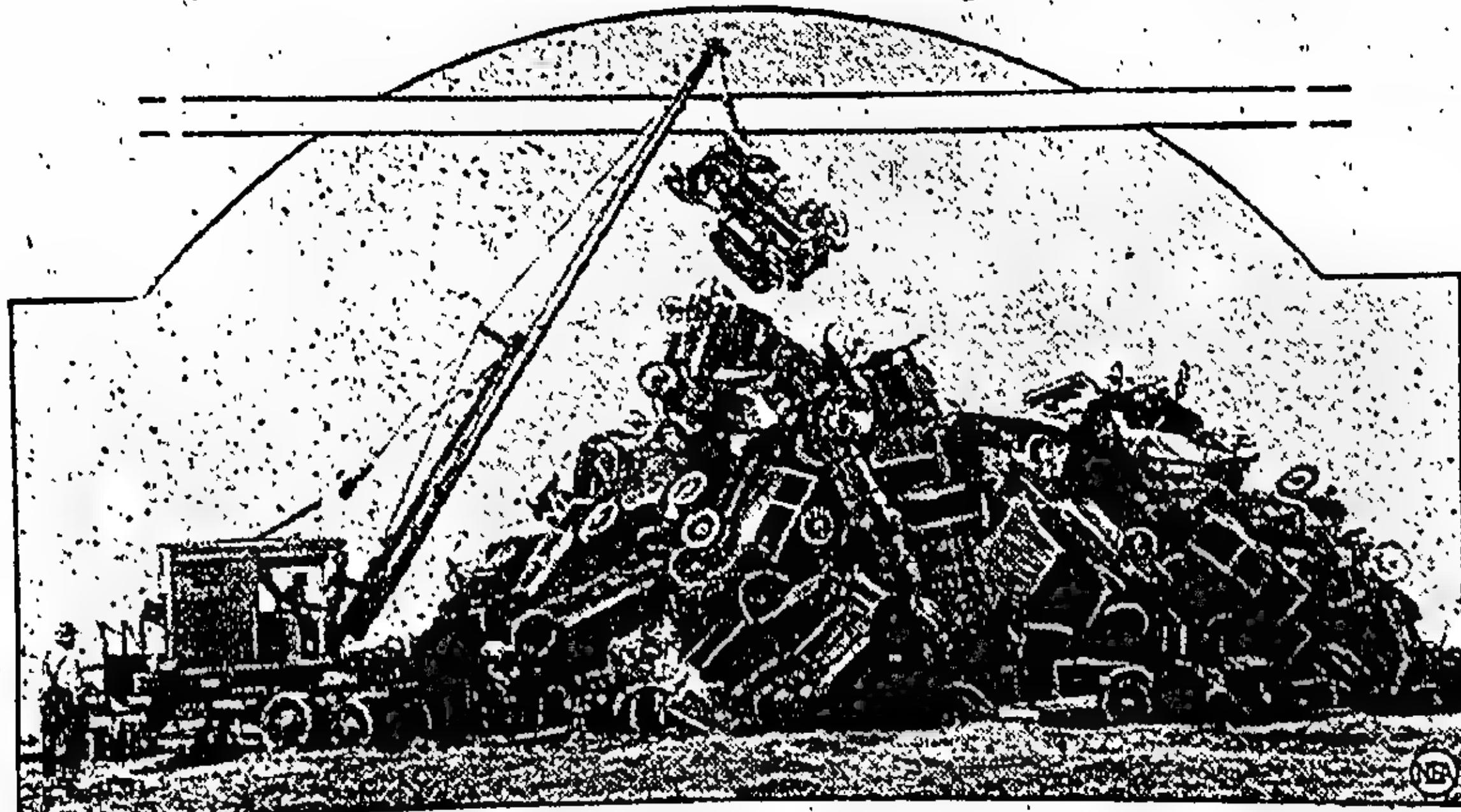
THE CHINA MOTOR SUPPLY CO.

28-28A, Des Vœux Road, Central.

Telephone 21558.

Branch Office:—486, Yat Tak Road, Canton.

DESTROYING OBSOLETE MOTOR CARS.



One hundred and sixty condemned automobiles were stacked up in a pile at Long Beach, Calif., and at night were set afire.

USEFUL HINTS.

How to Detect Trouble.

VARIOUS NOISES.

[By Israel Klein.]

A clink, a rattle, a slap, a thud and the ear of the experienced driver can tell where to look for the source of such noise. The sound, however, it may come, is generally termed a knock, but an engine knock varies with the cause.

Wherever two parts move against each other, there is a source for a knock if they fail to work together properly. They may be too tight, or they may be loose. If they are not fitted just right, they'll cause a noise that has been referred to as a knock.

Know each knock and you'll be able to tell the mechanic immediately what might be the cause of your engine trouble.

Perhaps the most common engine knock is the clinking, rattling sound that reveals carbon or ignition trouble. It is heard mostly when the engine is pulling up hill or under any other load. It can be softened, or eliminated, for the time being by retarding the spark.

But retarding the spark will not cure the trouble. If there is an accumulation of carbon in the cylinder head, it should be scraped out. Carbon causes preheating and detonation, which in turn brings on the clink-clink of the engine.

If the ignition is timed too early, or is caused by a sticking automatic spark advance, the same sort of knock will result.

If a piston ring happens to break or become loose, it will cause a light rattle, keeping up steadily and repeating about twice to every revolution of the motor.

The heavier sort of knock, almost like a thud, may be traced to the main bearings or to misfit connecting rods. The heavy knock may not be noticed at idling speed but will begin at thud-thud as soon as the engine starts to pull. The same sort of thud may be heard when the crankshaft is out of true, and this comes out particularly at a pull and at low speed.

The heavy thud may be the result of loose engine support bolts. This makes the entire engine vibrate and might cause considerable damage unless the bolts are tightened immediately.

Another common knock is the clicking sound that comes from the valves. It may be due to too much clearance between tappet and valve, or to worn valve faces, or worn valve lifter rollers or pins. If the valve guide is loose it will click each time the valve is lifted.

Whether a piston is loose or tight, it will cause a knock in the form of a slapping noise. This noise is noticeable most on acceleration or a pull, or on changing from high to low gear. In means, of course, worn pistons and cylinders.

Installing new oversized piston rings in such a case may not help at all. In fact, these may cause

a similar knock, for they may strike the shoulder in the cylinder at the top or bottom and produce a sharp knock at each turn of the motor. It is therefore advisable to have the cylinders reboored and over-size pistons and rings installed.

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Causes of Galvanic Action.

There are, however, other causes of galvanic action; thus, the iron contains impurities, irregularly distributed, such as manganese and sulphur. Between spots rich in such impurities and adjacent portions of iron of differing composition a galvanic couple is set up, resulting in rapid corrosion. Uneven incrustation may also be a cause of intense local galvanic action.

At the other end of the scale there is hard, calcareous tap water, containing calcium-carbonate, both salts being held in solution by carbonic acid. Calcium-sulphate is often also present, and the crust deposited on the walls under the normal temperature conditions which obtain in an engine is hard, dense and cohering. As it is a bad conductor of heat it impedes cooling to a marked degree.

In addition to the above carbonates held in solution water often contains small quantities of the sulphates, chlorides and nitrates.

Characteristics of Rainwater.

Rainwater collected artificially is a typical soft water containing little mineral matter. Streams running through districts devoid of vegetation have very nearly the same characteristics. As a rule, however, they dissolve peaty matter on their way, owing to the absence of salts. (Hard waters will not dissolve the calcium salts of vegetable acids). Peaty water contains dissolved oxygen, and its action on metals is enhanced by any oxide formed, so that it may render corrosion somewhat serious.

Rainwater collected as cleanly as possible offers to the motorist a not unhappy *via media*. Even in districts suffering from bad atmospheric conditions the water is tolerably pure, particularly when the rain has been falling for some time.

A water yielding a heavy scale is thoroughly objectionable, but one which produces a slight film is not entirely harmful, as the film may actually serve to provide some protection from corrosion from other sources. It is interesting to note that a new car obtained from the Midlands will have been tested and run in with water that produces such a film in a short space of time.

and if the valve springs are broken or weak, the same clicking rattle will result.

This sound may start with a tap-tap and end in a pronounced clicking. The valves should be corrected before they come to the click.

WATER FOR THE RADIATORS.

Impurities Which Harm Cooling Systems.

RAINWATER GOOD.

There are very many factors affecting the efficiency of a motorcar engine, of which the cooling system is only one. Nevertheless, it is extremely important that the cooling system should be adequate to cope with the great heat evolved by the burning mixture which would otherwise damage the working parts and make cylinder lubrication impossible. A primary requirement is that the surface with which the water is in contact should be kept, as far as possible, clean and free from scale. Whether or not this can be met depends to a large degree upon the water habitually used.

The water which is generally available in England for use in radiators can be divided into three classes—rainwater, soft tap water and hard tap water. The iron of which the cylinder jackets are made is unprotected, and therefore becomes rusty very quickly, no matter what kind of water is employed, but other phenomena occur which are influenced by the impurities which the water contains.

Two processes of rusting proceed on the internal surfaces of the cylinder jackets, one being simple corrosion, due to moisture, carbon dioxide, and free oxygen; this produces a uniform surface of rust. The other is local corrosion, due to galvanic action which produces pitting.

If pure iron be immersed in "pure" distilled water no trouble of any kind occurs, but these conditions are never obtained in practice. Distilled water has a greater solvent effect on metals than water containing certain salts in solution, and may attack copper parts of the radiator, depositing the copper on the iron jackets in the form of green spots around which a galvanic action and pitting will occur. This action would only be slight, and with distilled water there would be no incrustation to impede cooling.

Causes of Galvanic Action.

There are, however, other causes of galvanic action; thus, the iron contains impurities, irregularly distributed, such as manganese and sulphur. Between

STARTLING FACTS.

Cost of Motoring At Home.

TAX PILED ON TAX.

We are pleased to see that the Motor Agents Association is following up the good work it performed last year by issuing leaflets setting out the startling facts concerning excessive motor taxation.

The object in view is to induce all motorists to write to their member of Parliament setting forth their views on the subject. The leaflet sets out the following facts:

That the motorist in this country is now paying an average tax per vehicle five times as high as that imposed in the United States. That the average tax per vehicle in 1920 was £14; in 1925 £19 and in 1930 £27. The yield in these three years shows the following increases:—In 1920, £4,370,000; in 1925, £16,485,000; and in 1930, approximately £41,000,000.

For the current year the petrol tax will cost the motorist £16,000,000, and since it was imposed in April, 1928, the motoring community have paid £26,612,000.

These figures show how burden upon burden is piled upon the shoulders of road transport, and an effort to bring individual members to realize that motorists firmly believe that the limit has been reached and that they are entitled to relief is surely worth while. Deputations and memoranda apparently have little effect. The motorist must himself get in touch with his member, state the facts and tell him what he thinks about the excessive burdens he is called upon to bear.

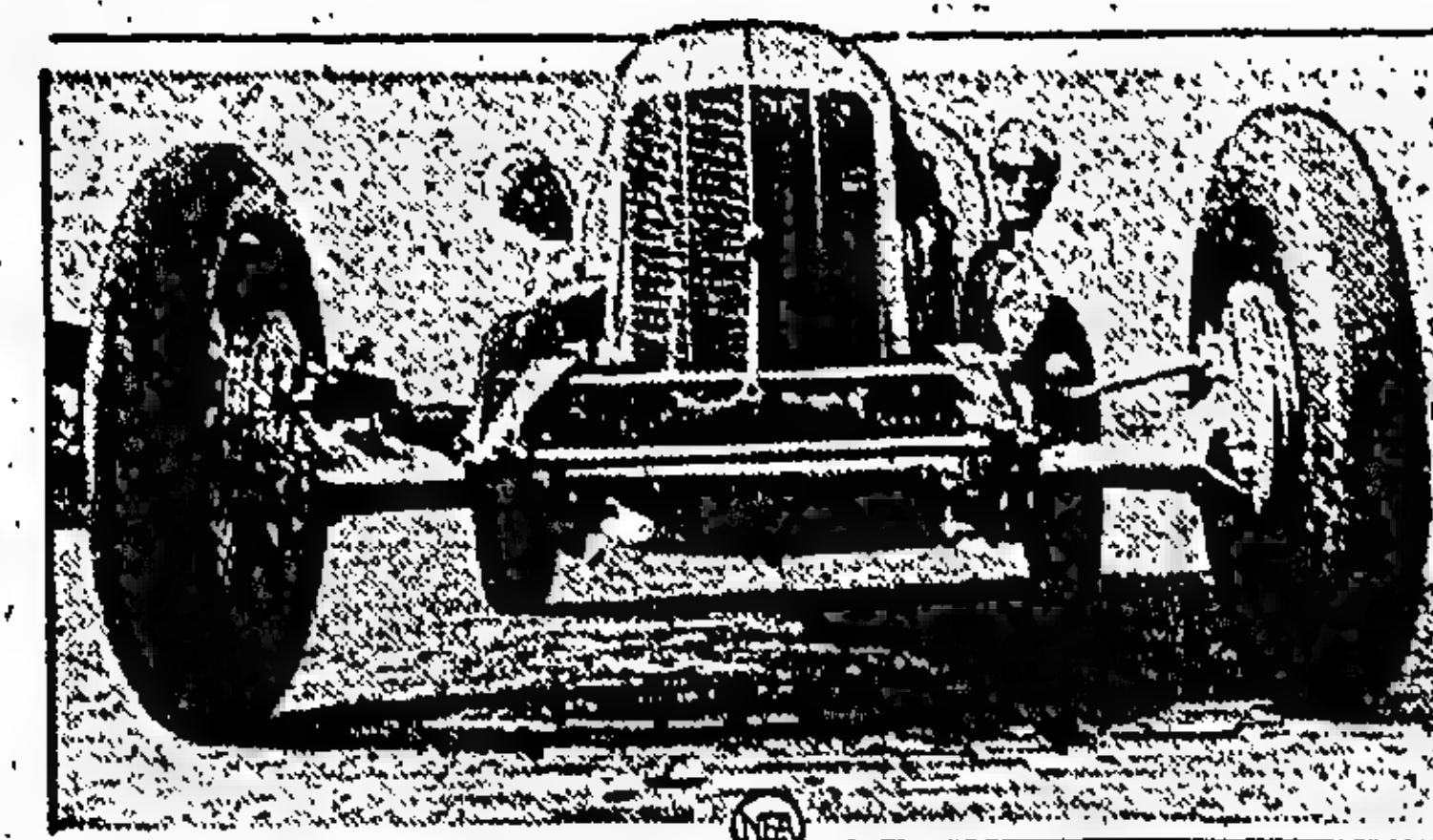
WELL SUPPLIED.

From the 1929 automobile registration figures of Canada it is found that that country is the second largest motor transporting land in the world. The ratio there is one car for every nine persons.

USE MUCH RUBBER.

Eighty-five per cent of the rubber production in the United States is consumed by the motor vehicle and tyre manufacturers, according to the U. S. Department of Commerce.

POWERFUL RACING CAR.

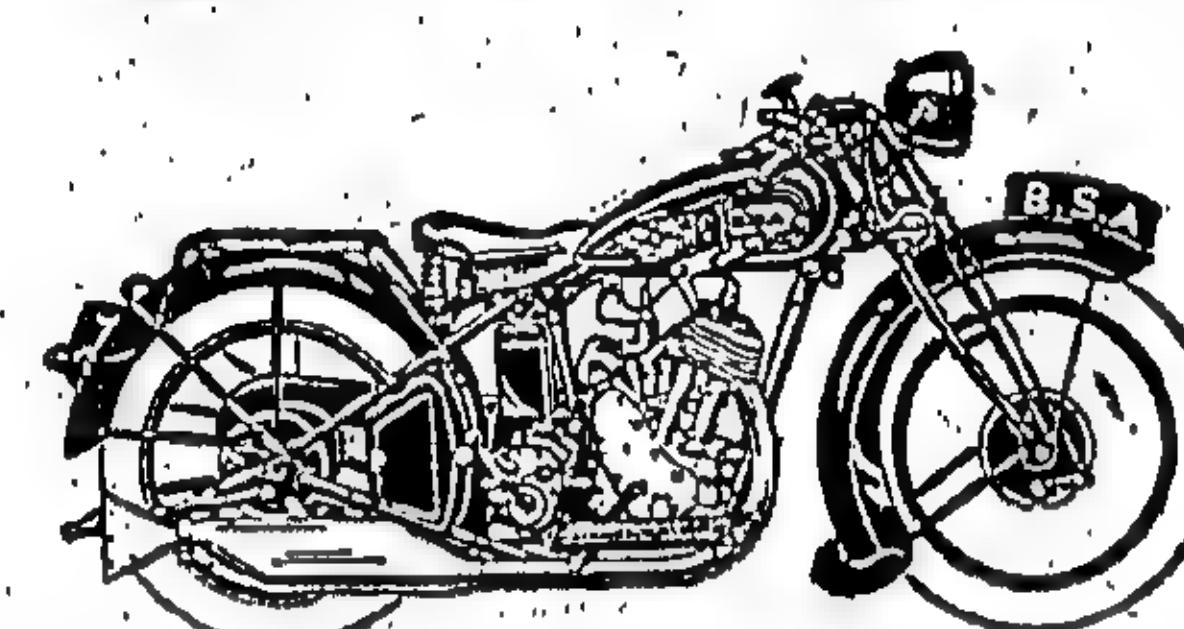


The new type of two-place racing car that will take its place on the track of the Indianapolis Motor Speedway U.S.A.

Greater Strength! Greater Safety! Greater Comfort! Greater Value!

THAT IS—

1930
B. S. A.'s.



1930 B.S.A.'s are the very latest in design and construction and they embody features which add materially to the rider's safety and comfort. For example, there is a backbone of FORGED STEEL, giving super frame strength and rigidity, on all inclined engine models. That is just one of the features which help to make 1930 B.S.A.'s bigger value than ever. Others include: finger adjustment to both brakes, clutch, and fork shock absorbers; hinged rear mudguard and low-lift, spring-up stand; new wide-flared front mudguard, etc.

COME AND INSPECT THEM.

THE SINCERE Co., Ltd.,
SOLE AGENTS.

TRUST A THORNYCROFT WITH YOUR TRANSPORT

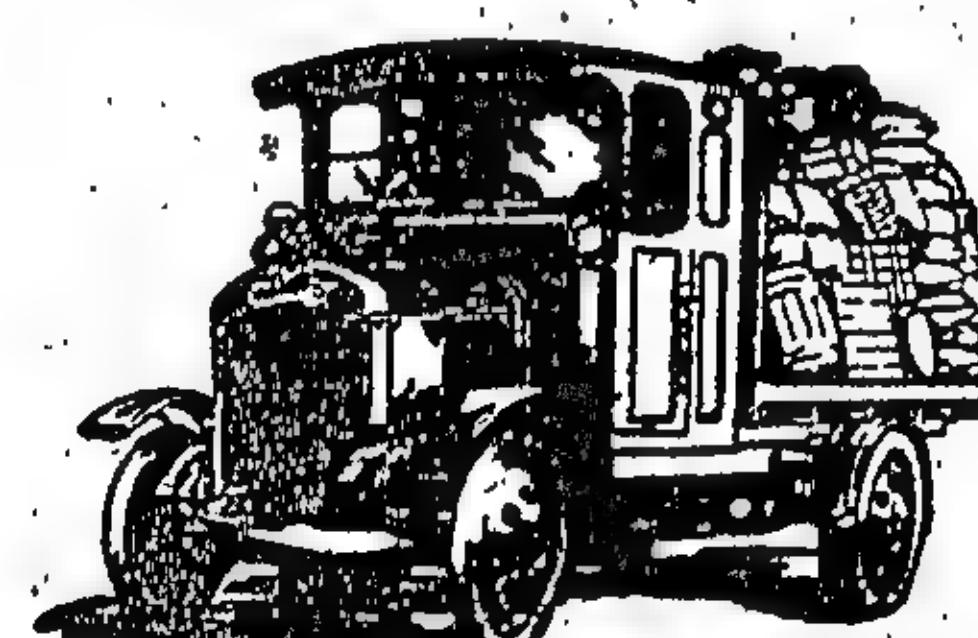
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THORNYCROFT

SIX-CYLINDERED

COACHES & OMNIBUSES
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Pioneer Manufacturers of Commercial Motor Vehicles



4 or 6 Wheels

4 or 6 Cylinders

30 Cwt. to 10 Ton Loads

20 to 70 Passengers

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UNION BUILDING.....HONGKONG

FIFTH FLOOR.

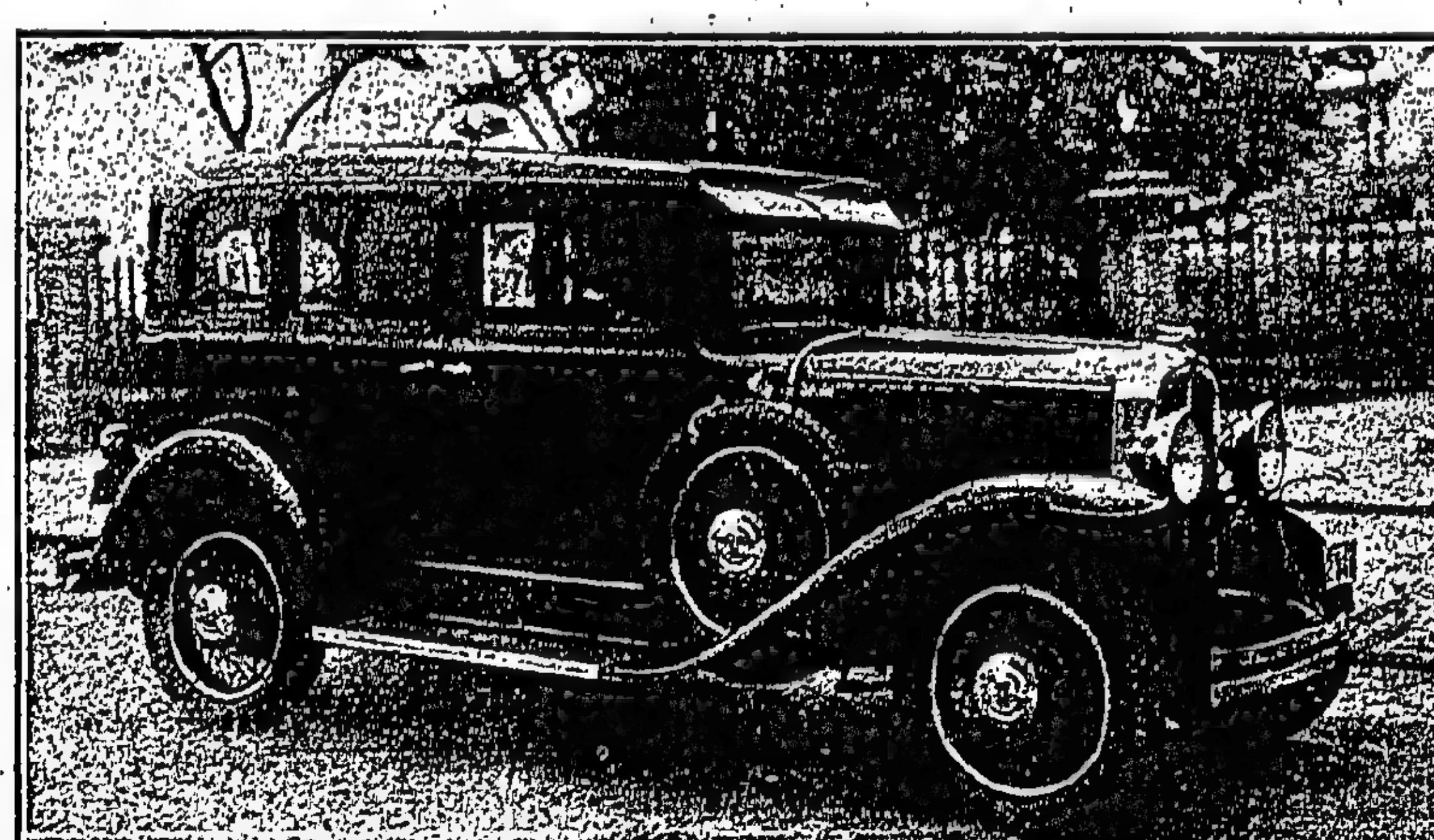
Telephone 24431.

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TRUST A THORNYCROFT WITH YOUR TRANSPORT

Speed
Spirit
Stamina

beyond anything you have ever known at its price.



BIG CAR—Smart, luxurious, distinctive bodies by Fisher—exclusive with Pontiac in its field. A variety of Duco colors. Flaring, full-crown fenders, 70 inches across.

BIG CAR COMFORT—Roomy interiors with adjustable driver's seat—wide, deep, resilient cushion. Lovejoy Hydraulic Shock Absorbers, fitted at the factory, and supplied at slight extra cost.

PONTIAC BIG SIX
product of General Motors

THE ORIENTAL MOTOR CAR Co.

353-7 HENNESSY ROAD,

(New Reclamation)

Tel: 20406.

HARBOUR CABLE GROUNDS.

AMENDMENT OF SCHEDULE NOTIFIED.

BOUNDARIES NAMED.

It is notified in the *Gazette* that Table M in the Schedule to the Merchant Shipping Ordinance, 1899, has been further amended as follows:

(1) For the heading "(V)—Telegraph Cable Grounds," substitute "(V)—Telegraph cables and other protected apparatus."

(2) For regulation 18A substitute:—18A.—(1) A cable ground is established on the City of Victoria, and the south end of the Kowloon Peninsula within the following boundaries:

Western boundary.—A line drawn from the red light on the Tsim Sha Tsui wharf (immediately to the north of the Hongkong Ferry Pier at Kowloon Point) 228½' to the red light on the pier at the end of Queen Victoria Street.

Southern boundary.—The fore-shore.

Eastern boundary.—A line drawn from the south-west corner of Holt's Godown (Kowloon) 224' to the Conotaph (Victoria).

Northern boundary.—The fore-shore.

These boundaries are marked by fixed red lights.

(2) The protection afforded by the side cable ground extends to the Harbour pipe line for conveyance of water from Kowloon to the Island of Hongkong, which lies on the harbour bed between the sign boards erected on the sea front of Kowloon Point, in the line of Nathan Road produced to the sea wall, and Queen's Pier (Victoria).

(3) Ships going alongside Douglas Pier are permitted to drop their anchor in the fore and aft line of this pier, provided that such anchor is not dropped more than 200 feet from the end of the said pier.

NARROW WIN FOR GLAMORGAN.

(Continued from Page 1.)

made a poor batting show, making only 137 in the first innings when six of their wickets were taken by Booth for 49 runs.

Lancashire declared at 403 for seven wickets, Watson and Taylor having made a stand against the Oxford bowlers. Watson scored 135 before he was sent back to the pavilion, but Taylor was undefeated with his score at 107.

Kent v. Essex.

Kent beat Essex by 302 runs. Kent batted first and made 179, but Essex also failed to do anything especially notable in the batting line, the whole team being dismissed in the first innings for 113. Freeman took five wickets for only 39 runs. Going in again Kent put up a much better show and they declared at 338 for nine wickets. Hardinge scored 88 and Ames 72—Essex failed even more miserably than before when they went to the wicket again, the whole team being sent back with only 102 runs on the board. Freeman was again the most successful Kent bowler. He took six for 43 runs.

Cambridge v. Somerset.

Cambridge drew with Somerset in a fairly high scoring match. The County team compiled a total of 323 in the first innings, Case contributing 90. Cambridge replied with 283, of which 98 were scored by Grant. In an attempt to force a victory, Somerset declared at 176 for four wickets in their second innings, but Cambridge stuck out well and when the match ended only two wickets had fallen for 124 runs. In the first innings of the University, Lee of Somerset took six wickets for 78.

Surrey v. Sussex.

Surrey won on the first innings against Sussex. Sussex made the very poor total of 72 when they batted first, to which Surrey replied with 176, Langridge taking five for 86.

Sussex found their batting form when they went in again, however, and they knocked up 454 runs for the loss of only seven wickets. There was a great stand by Langridge and Cook, the former making 159 and still being with his wicket intact. Cook was dismissed when he had made 122. Sussex, however, failed to get Surrey out in time, Surrey being 210 for four wickets when the match came to an end. Jack Hobbs scored 53.

Glamorgan v. Derbyshire.

Glamorgan beat Derbyshire by the very narrow margin of 29 runs. The winning team made 295 at their first knock, Derbyshire replying with 216. Davis of Glamorgan took five of the Derby-

THIS AFTERNOON'S RACING.

MAIN EVENT EXPECTED TO BE FAST.

[By "Ringtail"]

With a mixed programme and good-class entries, excellent sport should be witnessed at Happy Valley this afternoon in spite of the going, which might be on the soft side owing to the heavy rains which we have had during the last few days.

The Third Aggregate Stakes will be the principal event on the programme and although a small field of about seven runners will face the starter, yet, with only this small number, the puzzle as to which is the best will not solve itself before the race.

A good contest should be seen in the "A" Class June Handicap, Nationalist II, Christmas Chimes and Carnival Eve will probably accept here, in which case we shall see a very exciting race.

The Novice Race should be a very interesting event with such ponies as Chesapeake Bay, San Francisco, Young Pretender and King's Counsel in opposition.

The Sub-Griffins Handicap "A" Class should be another good race to watch as several of our very best subs of the 1929-30 season will meet. Some of the best of these are Monk, Thunderbolt, Done Again, Shanghai Bean and Tango.

Runners in the Polo Pony Scurry this afternoon will not be equal in point of quality to the regular flat race candidates, though there will be at least a couple of good-class entrants in Target and Ploughman. The former, which has the distinction of being a first-class steeple-chaser, is reported to be at his best and should, therefore, win. My selections are:

1st Race.
African Eve.
Mike.
Peppercorn.

2nd Race.
Blue Boy.
Empress Hall.
Abel.

3rd Race.
Thunderbolt.
Monk.
Done Again.

4th Race.
Lorhan.
Spearmint.
Royal Flush.

5th Race.
Osiris.
Sonny Boy.
The Jamaica.

6th Race.
Teuchit.
Chess Hall.
Lonesome Night.

7th Race.
Nationalist II.
Christmas Chimes.
Carnival Eve.

8th Race.
Grand Tatio Eve.
Town Hall.
Fair Sport.

9th Race.
Young Pretender.
Chesapeake Bay.
San Francisco.

10th Race.
Target.
Ploughman.
Cuore.

CORRESPONDENCE.

A Job Wanted.

[To The Editor of *Hongkong Telegraph*.]

Sir.—I was rather amused at a paragraph in your paper of this evening regarding the political situation in England under the Labour Government. I read a short time ago an account of the Minister of Unemployment being politely pulled over the coals (or what he had done *sic*). In the House of Commons it was proposed, but not passed, of course (owing to the majority) to reduce his salary for his conscientious work for the unemployed.

I might have missed further news on the subject, but I now see that another gentleman has taken over the position, and that the first-named gentleman has got another good job. Is this on account of incompetency? It seems like it, doesn't it? Personally, I am not very surprised, as I was in the middle of the railway strike some years ago and some hard things were said against their leader.

At any rate, Mr. Editor, I have to send £10 per month home and if you could find me similar job, I should be very glad. Then I could live in comfort all my life, for it seems to me that the Government does not care about dollar-paid men. This month, I might mention, I cannot pay my demands at 1s. 4d./16d. I see tonight the dollar is 1s. 2d./8d. What is it intended to be? One shilling?—Yours, etc.

FOUNTAIN PEN.
Hongkong, June 5th, 1930.

Water Polo.

Sir.—May I, through the courtesy of your columns, comment on the complete failure of the Water Polo season which has opened without much signs of any more progress over last season's exhibitions. Not only have the teams decreased, but also the spectators. As a keen onlooker and promoter of the game I think it is really disgraceful to see such a sport knocked on the head.

But taking the fêtes which are held at the V.R.C. it would be quite pleasing to see the same amount of onlookers at the Water Polo League games. Surely it would be very unfair to the teams competing if such a happening had to occur as to let the entire game collapse after the previous years of success.

Taking all our sports played in this Colony, we must agree that the above mentioned game in regard to general support is completely a failure.—Yours, etc.

WATER LEVELS.

ON WEST, NORTH AND EAST RIVERS.

The following table, issued by the Kwangtung River Conservancy Commission, shows in English feet the water levels on the West River, North River and East River, on the dates named:

June 5. June 6.
Shihching 12.5 —
Tsingyu 8.6 8.8
Samshui 6.8 —
Sheklung 0.3 0.9

The highest levels on record are:

—Shihching, 41 feet; Tsingyu, 29.2 feet; Samshui, 27.8 feet; Shek-

lung, 16.5 feet.

The lowest level on record at Samshui is 5 feet and at Shek-

lung 2.7 feet.

Mr. John W. Deakin, Hon. Secretary of the Civil Service Cricket Club, who is leaving for Home on holiday by the s.s. Khiva to-day, was presented with a utility set in gold, comprising a tie pin, ring and brooch at the Club on Thursday night. The presentation was made by Mr. Justice J. R. Wood (President) who referred to Mr. Deakin's valuable services as Secretary and wished him a most enjoyable holiday at Home. Mr. Deakin briefly replied, said he had the interests of the Club at heart and would be only too pleased to do all he could for it on his return.

Shire wickets for 45 runs. When they went in again, Glamorgan made 191. Mitchell taking seven wickets for 61. With a fairly easy task in front of them for victory Derbyshire failed by a small margin, the team being dismissed for 241.

To-day's Matches.

The following matches are starting to-day:

Lords.—Middlesex v. Sussex.
Leyton.—Essex v. Worcester-

shire.
Derby.—Derbyshire v. Warwick.
Southampton.—Hampshire v.

Kent.—Taunton.—Somerset v. Gloucester.

Nottingham.—Notts. v. Surrey.
Leeds.—Yorkshire v. Lancashire.
Leicester.—Leicester v. North-

ampton.
Cambridge.—Cambridge v. Au-

strallans.

SHARE PRICES.

TO-DAY'S QUOTATIONS.

The following is the list of local share quotations issued to-day:

Banks.

Hongkong Bank, \$1545 b.
Chartered Bank, \$171 n.
Mercantile, A. & B., \$29 n.
East Asia, \$121 b.

Insurance.

Canton Ins., \$950 n.
Union Ins., \$475 s.
North China Ins., Tls. 160 b.
Yangtze Ins., \$50 n.
China Underwriters, \$3.15 s.

China.

China Fires, \$400 b.
H. K. Fire Ins., \$955 b.

Shipping.

Douglas, \$23 b.
H. K. Steam, \$26 s.
Indo-China, (Dof.) \$40 n.
Union Waterboats \$33 n.

Mining.

Benguet, \$81 b.
Kailan, 41.3 n.
Langkawi, Tls. 13.10 n.
Shai Explorations, Tls. 1.30 b.
Tauba, \$33 n.
Tronoh, 21. n.

Docks, etc.

Kowloon Wharves, \$174 s.
Whampoa Docks, \$401 b.
China Provident \$5.75 s.
Hongkong, Tls. 265 b.
New Engineering, Tls. 8 b.
Shanghai Docks, Tls. 133 n.

Cottons.

Ewo Cottons, Tls. 13.40 s.
Shai Cottons, Tls. 86 (old) n.

Lands, Hotels, etc.

H. and S. Hotels, \$12.30 s.
H. K. Lands, \$84 s.
Shai Lands, Tls. 285 b.
Humphreys, \$16.90 b.
Treaties, \$11 s.
Chinese Estates \$98 s.

Public Utilities.

Tramways, \$20.35 s.
Peak Tram, (old) \$12.1 b.
Star Ferries, \$86 s.

China Lights, (old) \$27.1 s.
H. K. Electrics, \$80 s.
Macao Electric, \$23 n.

Telephones, \$172 b.
China Buses, Tls. 193 b.
Singapore Tractions, 10. s.

Industries.

China Sugars, \$1. s.
Malabons, \$27 n.

Cald: Mack, Ord: Tls. 11.25 n.
Canton Ice, \$2.50 n.

Cements (Comb.) \$17.60 s.
Ropes \$8.65 s.
United Asbestos \$5 b.

Stores.

Dairy Farms, \$261 s.
Watsons, \$13. n.
Der A. Wings, \$1 b.
Lane Crawford, \$3.70 s.
Mackintosh, \$18 b.
Sinceros, \$12.75 s.

Miscellaneous.

Amusements, \$291 b.
Constructions, \$191 b.
B'que Ind. G. Bonds, 69% b.
H.K.G. Loan 9½ Prem Ex. Int.

Of great interest to those who are contemplating installing a refrigerator will be the announcement of Messrs. Reiss, Massey & Co. to the effect that they still have in stock a small number of "Kelvinator" models which were bought before the slump in local currency, and for which reason, no revision of price has been necessary, and no increase has been made. It is advisable, however, to make inquiries without delay in order to take advantage of this splendid opportunity.

The Very Idea!

An enthusiastic golfer refused to let the yesterday's mist keep him from his game. The golfer had bought a stock of old balls for the occasion.

He had lost two balls when he reached the ninth hole and was looking for a third, when he found, not a ball, but a bag of golf clubs. He carried them to the next driving green and finished his round.

At the clubhouse he met a friend, looking gloom and fierce.

"What are you doing here so lonely?" he asked.

"Waiting till the mist lifts," snapped the other.

"Come on, and I'll play a couple of holes with you meantime."

"Can't play a single stroke till the mist lifts. I laid down my clubs to look for my ball, and I found my ball and lost my clubs."

Teacher—"Now give me a sentence using the word 'diadem'."

Pupil—"People who drive on at a railroad crossing diadem sight quicker than those who stop, look, and listen."

An employer advertised for an odd job man, "To be partly indoors and partly outdoors." By return of post he received a reply: "Dear Sir,—What will happen if the door slams?"

School teachers besides unearthing many "howlers" are also the recipients of some wonderful epistles from their scholars' parents, in the way of excuses for absences from school. Here is one:

"Dear Teacher—Please excuse our John. He came home yesterday with his stomach, and it has been off and on ever since."

I am tempted to think that artists have been spoiled by an excess of social recognition.—Mr. Frank Brangwyn, R.A.

Hope is about



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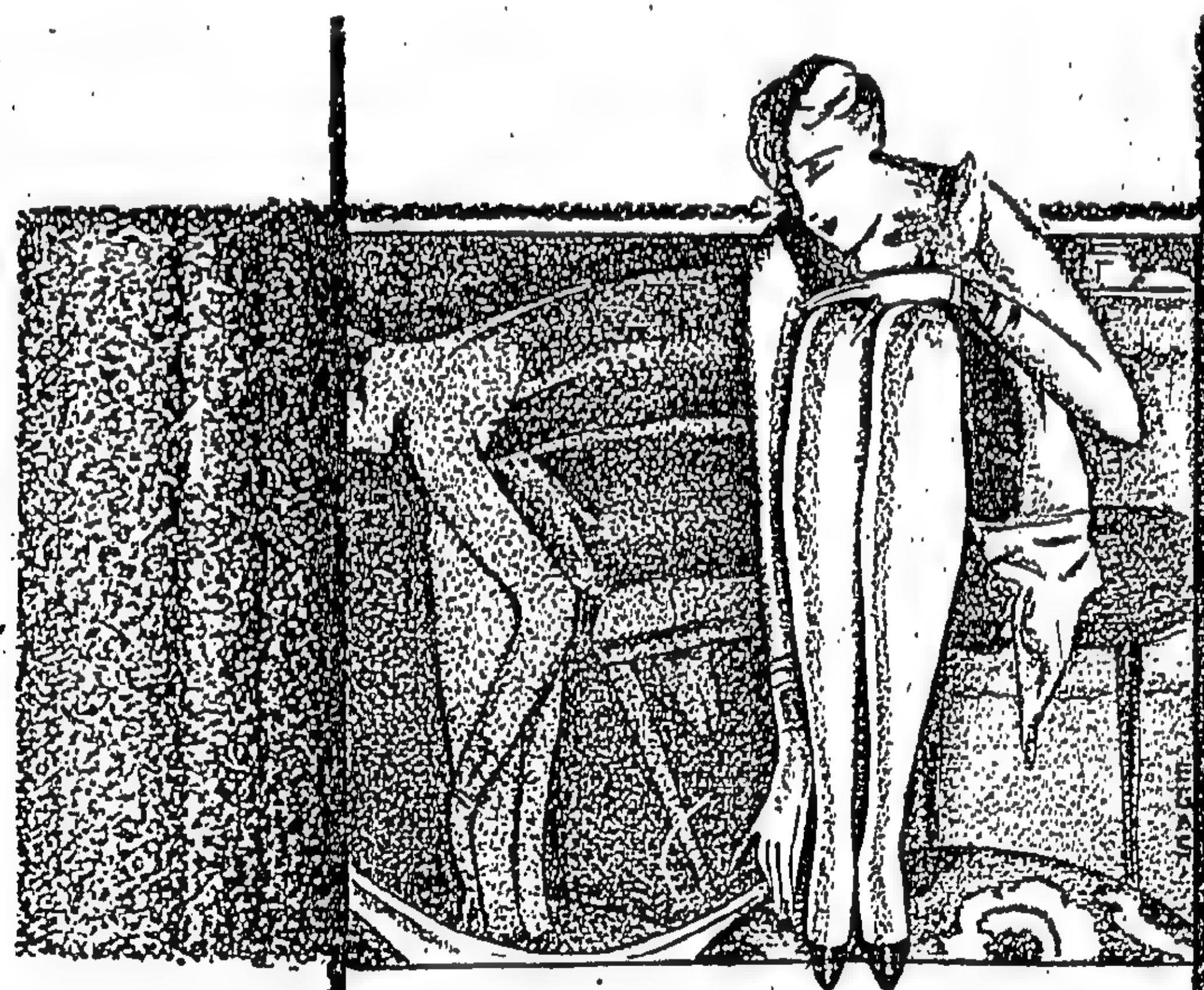
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WATER-POLO.

KOWLOON DRAW WITH CHINA ATHLETIC.

Kowloon were extremely lucky to obtain a division of the points yesterday afternoon when they met the China Athletic "A" in the senior division of the water-polo league at the V.R.C. Leading by a goal until a few minutes before the end, the Chinese had two of their men ordered out of the bath for infringement of the rules, enabling the Peninsula men to equalise.

On the whole, the game was rather scrappy, though interesting. Play was mostly in the Chinese area, but the Kowloon forwards showed themselves very weak in front of goal, several opportunities being wasted through fumbling or tame shots.

The Chinese, on the other hand, proved always dangerous near the goal, but were given few opportunities to score. They had to play against heavier opponents, but acquitted themselves quite creditably and might have won had not two of their players indulged once too often in "punching" the ball.

After some good play, the Chinese opened the score and kept the lead till long after the resumption. Two of their players were ordered out of the bath in quick succession, both for the same offence, and taking this opportunity, Kowloon transferred the ball into the Chinese area, though splendid goal-keeping on the part of Chan Sik-pui, the Chinese custodian, prevented Kowloon from equalising.

A few minutes before the end, however, Goldman, who had previously missed several opportunities to bring Kowloon on level terms, atoned for his previous errors by scoring from an unmarked position near the goal-mouth.

The teams were as follow:

Kowloon—Angus, Goldman, Franks, Railton, Keri, Bliss and Witchell. China—Athletic—Chan Sik-pui, Fung Kwok-wah, Ng Kam-chuen, Ho Chak-lau, Chan Chi-lok, Chan Kam-chi and Tam Chi-cheung.

V.R.C. v. Fukien Club.

In the junior game, the V.R.C. second string just accounted for the Fukien Club by the odd goal in seven. They proved themselves slightly superior in team-work.

The V.R.C. were the first to score, Zimmern finding the net from a rather difficult angle. The Fukienese, by no means disheartened, equalised shortly afterwards. Roza-Pereira, who was playing a splendid game together with Gosano, gave the V.R.C. the lead again; but half-time found the score 2-2.

Roza-Pereira and Gosano each added a goal in the second half, while Lee E. Long reduced the lead by a good effort. There was no further scoring, giving the V.R.C. "B" a 4-3 victory.

The respective teams were:

V.R.C.—R. Silva-Netto, R. W. H. Maynard, W. Forstall, E. Zimmern, B. Gosano, J. A. Victor and L. Roza-Pereira.

Fukien Club—Kwok King-tong, Lee E. Long, Kelly Wong, Sung Iu-tak, Chu Chi-kok, Wong Ching and George Lai.

QUEEN'S THEATRE.

"OUR MODERN MAIDENS" NOW SHOWING.

"Flaming, modern youth" is the theme of "Our Modern Maidens", a picture with sound and musical accompaniment, which was screened at the Queen's Theatre yesterday and will be shown again to-day.

Joan Crawford, who is the screen personification of the modern girl given over to the pursuit of pleasures, gives one of her best characterizations. The part she fills is somewhat similar to that in which she stars in "Our Dancing Daughters", previously shown here, but with a more serious note being struck in the dramatic climax of the present story.

Supporting Joan Crawford are two juvenile leads, Douglas Fairbanks, Jr., and Rod La Rocque, with Anita Page filling the fourth position in this quadrangle of love and entanglements.

SHANGHAI ACTION FOR \$50,000 FAILS.

SEQUEL TO MOTOR-CAR AND CYCLE COLLISION.

Shanghai, June 6. A British jury to-day decided in favour of Mrs. S. Wade, the defendant in an action for \$50,000 damages.

The plaintiff was Mr. H. T. Andrews, of the British-American Tobacco Company. He alleged negligent driving by Mrs. Wade's chauffeur in June, 1929, which resulted in a collision with plaintiff's motor-cycle, in Frenchtown, causing him permanent physical injury and monetary loss.

The unanimous opinion of the jury was that the case had not been proved.—*Our Own Correspondent.*

The Chairman and Committee of the Chinese Bathing Club are holding a reception this afternoon on the occasion of the opening of the bathing pavilion at Quarry Bay at 3 p.m. by the Hon. Sir Shouson Chow.

QUEEN'S ORCHESTRA BROADCAST.

NEW RADIO FEATURE FOR MONDAY.

Another new feature will be introduced into the local broadcasting programmes on Monday when the full orchestra of the Queen's Theatre, by permission of Hongkong Amusements Ltd., will give an orchestra concert from the studio between 7.45 p.m. and 8.45 p.m.

This transmission will be in the nature of an experiment to test the capabilities of the studio when a large orchestra is playing, and the studio officials will particularly welcome reports on the transmission from listeners. If evidence is forthcoming that the innovation has been a successful and welcome one, it is likely that the Queen's Orchestra will become a regular feature of the local radio programmes.

ZEW will undertake another cross-harbour outside relay on Wednesday night when the band concert from the Kowloon Football Club will be broadcast from 9 p.m. to 11 p.m. The concert, the second arranged by the K.R.A. at the request of the Government, will be given by the full band of the Somerset Light Infantry.

BANK RETURNS.

NOTES AND SPECIE FIGURES FOR MAY.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st May, 1930, as certified by the Managers of the respective Banks are:

| Bank | Average Amount | Specie |
|-----------------|----------------|------------|
| Chartered Bank | 18,683,750 | 7,100,000 |
| Hongkong Bank | 10,000,700 | 4,000,000 |
| Mercantile Bank | 2,855,581 | 1,000,000 |
| Total | \$69,561,759 | 67,800,000 |

* In addition Sterling Securities are deposited with the Crown Agents valued at £1,315,100.

In addition Securities deposited with the Crown Agents and Straits Government valued at £2,876,608.

\$ In addition Securities deposited with the Crown agents valued at £180,000.

CHANGES IN THE COUNCILS.

MR. LAUDER MEMBER OF THE LEGISLATURE.

Consequent on the Hon. Mr. W. E. L. Shenton going on leave, changes are notified in the personnel of the Executive and Legislative Councils.

Mr. C. G. S. Mackie is to be temporarily a member of the Executive Council, whilst Mr. Paul Lauder is to fill the vacancy created in the Legislative Council.

Mr. Mackie has on several occasions served as a Legislative Councillor, whilst Mr. Lauder, who is General Manager of the Union Insurance Society of Canton, Ltd., will be taking his seat for the first time.

EXCHANGE RATES.

| London, June 6. | |
|------------------|-------------------|
| Paris | 123.00 |
| Brussels | 34.815 |
| Amsterdam | 12.0875 |
| Copenhagen | 20.365 |
| Vienna | 18.165 |
| Helsingfors | 34.45 |
| Lisbon | 192.75 |
| Bucharest | 108.25 |
| Buenos Aires | 818 |
| Shanghai | 42.13/16 (?) |
| Yokohama | 1.75 |
| New York | 4.55 27/32 |
| Geneva | 25.10 |
| Milan | .9276 |
| Stockholm | 13.105 |
| Oslo | 18.155 |
| Prague | 164.3 |
| Madrid | 40.075 |
| Athens | 375 |
| Rio | 5.51/64 |
| Hongkong | 1/4/4 |
| Silver (spot) | 163/4 |
| Silver (forward) | 165/16 |
| | British Wireless. |

STATUE OF DR. SUN.

UNVEILING CEREMONY FOR JUNE 16.

Canton, June 6. The statue of Dr. Sun Yat-sen, which was presented by a Japanese friend of the late Kuomintang leader, and which arrived at Canton recently, has been erected at the Memorial Hall at the Whampoa Military Academy, and will be unveiled on the 16th inst. with the usual ceremony.—*Canton News Agency.*

An insect bite caused the death recently of Mrs. Ivy Ward, aged 33, of the Circle, Bath. While walking in the woods with her husband she was bitten on the lip. She became very ill and died before an ambulance arrived to take her to hospital.

RADIO BROADCAST.

THE LOCAL PROGRAMME FOR TO-DAY.

Wireless programmes for to-day and Sunday broadcast by Z.R.W. on a wavelength of 325 metres are as follows:

12.30-1.15 p.m. Programme of H. M. V. and Victor records by courtesy of Messrs. Mouttrie and Co.

1.15 p.m. Organ Recital by Frederick Mason, A.R.C.O. L.T.C.L.

(1) Introduction to Act III. Thanhauer. (Wagner).

(2) Berceuse. Jurnefelt.

(3) Allegretto in B. Minor. Guilmant.

(4) Aria in D. Bach.

(5) Evensong. Easthope Martin.

(6) Marche Solennelle. Mailly.

1.45 p.m. Recorded programme continued.

2.00 p.m. Close down.

2.00 p.m. Silver Wings. Vocal Gema. Light Opera Co.

2.09 p.m. I'm a Dreamer. Grace Fields.

2.15 p.m. The Deathless Army. The Journeys End. Peter Dawson.

2.25 p.m. An old Flame. John Henry.

2.31 p.m. Down South. Sea Songs. Dixie Methodists.

2.39 p.m. Sylvan Scenes. Vincent Collier (Organ).

2.45 p.m. Coople O'Ducks. Gracie Fields.

2.52 p.m. More Old Songs. Jack Hylton and His Orch.

2.59 p.m. The Sacred Hour. Reginald Foote.

3.07 p.m. Blessing, Glory and Wisdom. Westminster Abbey Choir.

3.15 p.m. The Pipes of Pan. Winnie McVille.

3.21 p.m. Elegie (Tschaikowsky, op. 48). Philadelphia String Orch.

3.27 p.m. Impromptu in A flat. Harold Bauer. (Piano).

3.34 p.m. The Punch and Judy Show. Gracie Fields.

3.40 p.m. Little Grey Home in the West. Derek Oldham.

3.47 p.m. Asleep in my Heart. De Groot and His Orch.

3.53 p.m. Mighty Lak' A Rose. Paul Robeson.

3.59 p.m. Weather report.

4.05 p.m. Programme of Dance Music Victor records, by courtesy of Messrs. Mouttrie and Co.

4.10 p.m. Close down.

4.10 p.m. Sunday's Programme.

4.10 a.m. Church Service relayed from St. Joseph's Church.

1. Holy Mass.

(a) Kyrie (Capocci).

(b) Veni Sancte Spiritus (S. Keumann).

(c) Sermon on Pentecost by Rev. Fr. R. W. Gallagher.

(d) Offertory.

(e) Sanctus, Benedictus and Agnus Dei (Capocci).

2. Benediction of the Blessed Sacrament.

(a) Adore Te.

(b) Tantum ergo.

(c) Adoremus.

11.15 (Approx.) Chinese programme.

1.00 p.m. Close down.

1.00 p.m



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'BLACKMAILING' LETTERS.

JUDGE SENDS THEM TO PUBLIC PROSECUTOR.

"I am sending these letters to the Public Prosecutor. They are blackmailing letters of a serious kind."

This remark was made in the High Court by Mr. Justice Roche to a coloured man, who gave the name of Dom de Saldana.

Saldana said he was formerly Francis Xavier de Sousa, and he inherited the title on the death of his brother. He was a member of the English Bar, and was now ranching in Brazil.

The action was one in which Mr. John Sands, of Ledbury-road, W., claimed an account of moneys received by Mr. Sydney Franklin Rider and Mr. Gerald Bishop Rider, estate agents, of Ladbrooke-grove, West Kensington, when acting as collectors of rents of property owned by Mr. Sands.

Messrs. Rider declared that they had rendered to Mr. Sands full and accurate accounts.

K.C.'s Question.

Evidence in support of Mr. Sands was given by Saldana, who declared he had assisted Mr. Sands in the case from motives of charity.

Mr. Singleton, K.C., asked Saldana if he had been in trouble in England or had been disbarred.

"No," he replied, "you must be mixing me up with somebody else."

Mr. Singleton produced a number of letters, and Saldana denied certain of these were in his handwriting.

Mr. Justice Roche said that he was satisfied that Mr. Sands' case was fictitious from beginning to end.

Mr. Justice Roche added: In 1929 and 1930 letters of a very reprehensible character, which may fairly be described as threatening or blackmailing letters, were written to persons connected with the case.

"Some of these letters are in writing that bears a striking resemblance to the writing of the plaintiff, although disguised, and others bear a striking resemblance to the admitted writing of Mr. Saldana.

"Now, with these two matters—similarity of writing and the nature of the contents, indicating a connexion or possible connexion of the plaintiff and Mr. Saldana with these reprehensible writings—I am not going to say more except that I instruct the official of the court to send these letters and other documents relative to the matter to the Public Prosecutor."

BLAZE AT TRAINING SHIP DEPOT.

BOYS AS CALM AS AT FIRE DRILL.

Calmly, as though carrying out fire drill, a hundred boys and officers of the famous training ship Mercury, marched out in the small hours of the morning when a three hours' blaze at the shore establishment destroyed the greater part of the premises.

The fire was discovered by Miss Fry, daughter of Commander C. B. Fry, the famous England cricketer, when everyone else was asleep. Flames fused the electric light and the building was plunged in darkness, except for the light from the burning wooden building.

Originating in the boiler room, the fire swept through two school-rooms, the gymnasium, the officers' messroom, the wireless room and some other buildings.

"Splendid Boys."

"The boys lived up to their training and tradition," said one of the officers. "They behaved splendidly."

"When the alarm was given they assembled and paraded out of their dormitories as though it were an ordinary fire drill, and then marched calmly out into the open."

"After they were all clear they did everything possible in helping to prevent the fire from spreading."

Three brigades from Southampton, Woolston and Hamble fought the fire. Hamble brigade, owing to the roads being blocked by the fire, had to cross a number of fields to reach the spot.

Hundreds of recruits for the Navy and mercantile marine have been provided by the Mercury.

The Duke of York, during a visit to the ship last December, said: "The success achieved in after years by men who have been Mercury boys is truly remarkable, and must ever be a source of pride and encouragement to Commander and Mrs. Fry and their officers."

Mrs. C. B. Fry.

Mrs. Fry plays an important part in the administration of the Mercury. She is in command when Commander Fry is away.

During a debate at Southampton Master Mariners Club on "If Women Become Master Mariners," Commander J. A. Rupert Jones said he knew at least one woman, Mrs. Fry, who would have made a capable master mariner.

"She used to lead the boys (of the Mercury) over the masthead," he said. "She set a wonderful standard."

Mrs. Fry herself believes that a woman can captain a ship just as well as a man.

"I have not commanded a ship at sea," she has said, "but I have done the next best thing on the Mercury in the river."

MYSTERY OF LADY HALDON.

HUSBAND BREAKS DOWN AT INQUEST.

Lord Haldon broke down and sobbed as he gave evidence at the inquest on his wife, Lady Haldon, who was found dead at the foot of the cliffs at Brighton.

"We were like Darby and Joan together," he said. "We had never had a quarrel."

Lady Haldon was the second wife of Lord Haldon, and had been living with her husband in a Brixton boarding-house for some weeks. She was 61, and was formerly the widow of Mr. E. C. Brightman, of Bristol. She married Lord Haldon in January last year.

Lord Haldon said she had good health until nine months ago, when she complained of pains in the head, but would not see a doctor. He spoke with deep emotion when he said his wife did not tell him she was going to Brighton.

"The whole thing—I cannot understand it," he added. "It is an accident. I am sure of it."

"What on earth could she do down there? Oh, dear, I had better say no more."

The coroner said there was no evidence that Lady Haldon intended to commit suicide, and he recorded an open verdict.

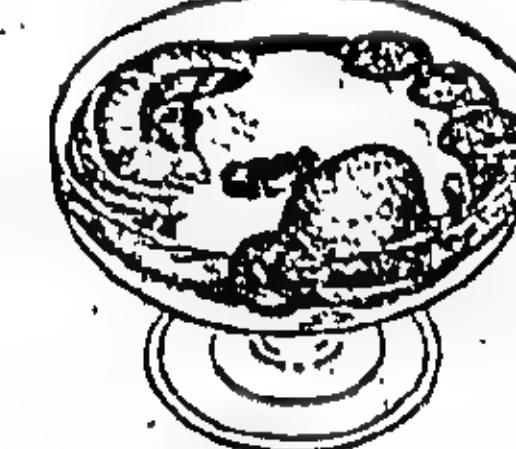
"I am convinced that my wife's death was due to an accident," Lord Haldon said, on his return to London.

He added: "I wish to correct an impression which has wrongly risen. I only left my flat at Clapham Common because it did not suit my wife. The room we took in Acra-terre, Brixton, was merely a pied-a-terre."

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PINEAPPLE CREAM

INGREDIENTS—One tin preserved pineapple, 1 pint milk, 1 oz. gelatine, 2 oz. sugar, 12 oz. tin Nestle's Cream

METHOD—Cut the fruit up very small and sprinkle with sugar. Mix the Cream with the milk. Then strain into a teacupful of the pineapple syrup in which is dissolved the gelatine and sugar. Lastly add the pineapple. Place the cream in a wet mould and leave until set. Turn out and serve.

KEEP A SUPPLY OF
FOOD ON HAND FOR

UNEXPECTED
GUESTS



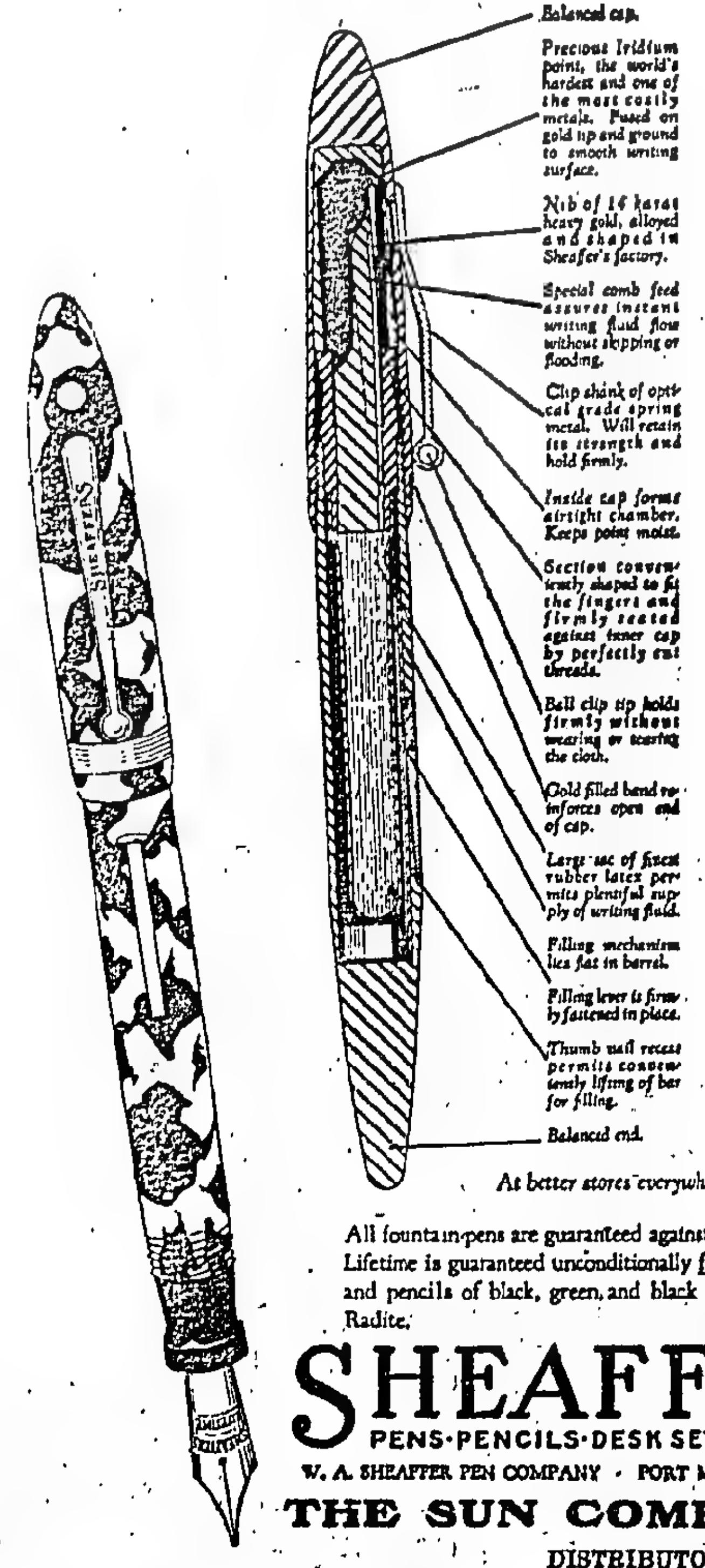
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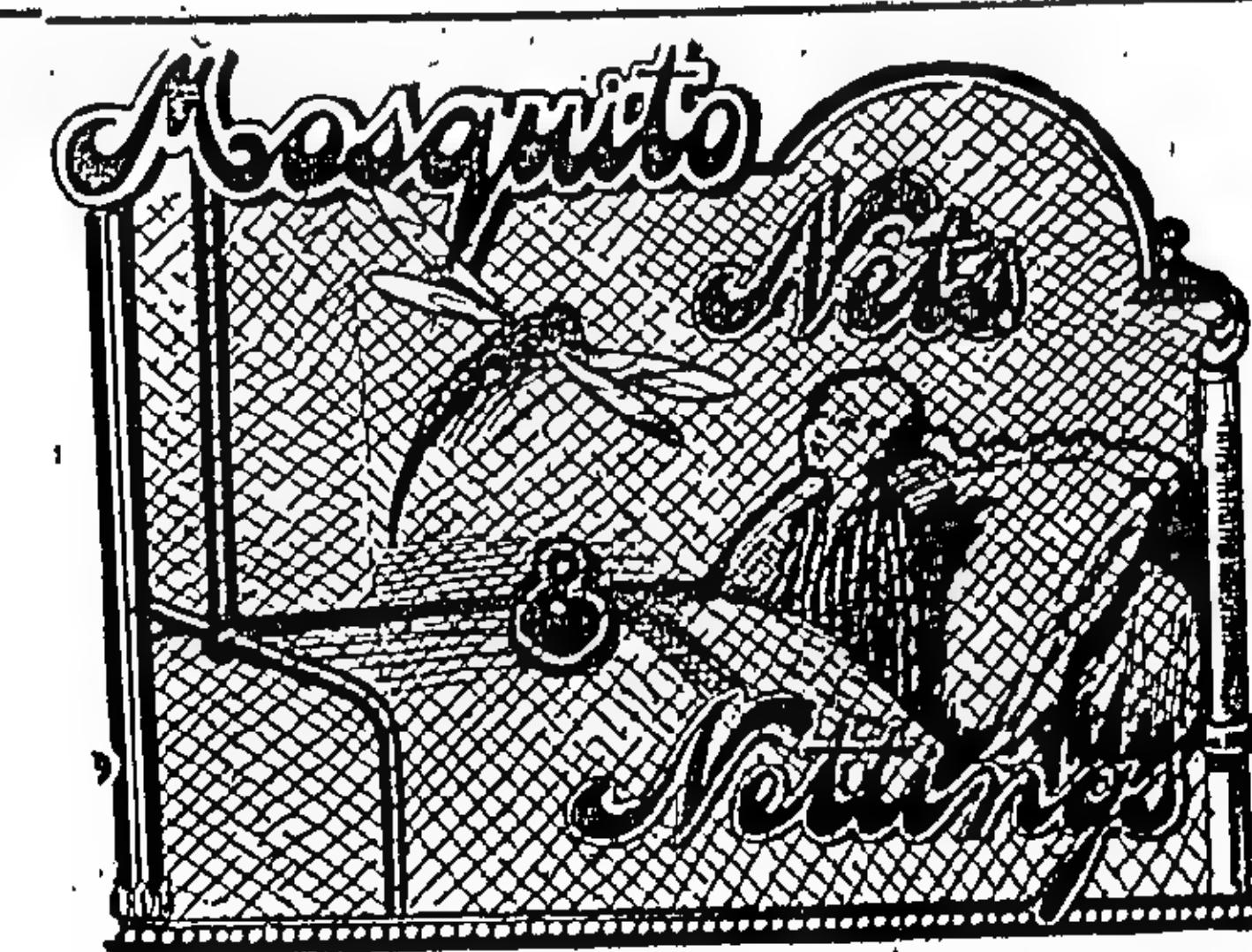
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THE HUSBAND HUNTER

BY
RUTH DEWEY GROVES

CHAPTER XVI.

"She's in her room, sir," the maid answered to Alan's inquiry about Natalie.

"Thank you," Alan said, and hurried away.

Natalie's failure to come down to breakfast was too unusual to be ignored, he felt. A few moments ago he'd been glad to go without seeing her, but now that she had given him the chance to do so, he wanted an explanation.

He found her leaning over an open suitcase on her bed, packing things into it. And she was dressed for the street. She looked up at him, as he hesitated in surprise, and said, "Well?"

"What's up?" Alan asked bluntly. "Can't you see?" Natalie coolly returned.

"If I'm to believe what I see, it looks as if you're going somewhere," Alan replied.

Natalie calmly continued her packing. "Apparently there's no reason for you to consult an occultist," she said.

Alan in turn grew sarcastic. "My eyesight may be good," he retorted, "but I've no supernatural powers. Perhaps you would be willing to tell me where you are going?"

Natalie straightened up and looked at him with nothing but an uplifted brow changing the expression of her face.

"I'm afraid it may sound like comedy to say it," she told him.

Alan flung out a hand. "Oh, the whole thing is very funny," he declared bitterly. "Why not get a laugh out of it?"

"Yes, why not?" Natalie agreed. "Well, I'm going home to mother."

"That isn't a joke in this family," Alan answered. "You've done that before."

"I know," Natalie said quickly. "but those were just visits."

Her voice was hard and thin as she said this, and she looked at Alan with eyes that were as brilliant and cold as ice. Alan heard and saw these things; but he did not see that her knees were pressed hard against the side of the bed to give her body the support she suddenly needed to keep standing.

He stared back at her unbelievingly. She had cried wolf so many times before, that he could not take her in earnest now.

"You aren't threatening to leave me, are you?" he asked, his incredulity evident in his voice.

"That's Natalie said, and stooped over to go on with her packing, "is what makes it funny. And it isn't a threat. It's a fact."

"Natalie!" Alan's face was white now.

"Don't get excited about it," Natalie cautioned him. "You might have expected it, you know."

Suddenly Alan felt weak. "But Natalie," he said, and went over to sit on the foot of her bed. "I can't understand why you were going to go without a word—you've been doing that quite regularly."

"After a quarrel, yes," Alan admitted, "but you've thought this out in cold blood," he added acerbically.

"In a cold house," Natalie corrected. "Something went wrong last night, and we didn't have any heat for three hours."

"Are you going home to your mother because of that?" Alan retorted, feeling even more guilty than Natalie had hoped she could make him feel.

His remark, which Natalie considered sneering, fired anew the ill-feeling toward him which had been dying down since he came into the room.

"I'm goin' because I've had enough of being humiliated and neglected," she cried hotly.

"You aren't the only one who's been humiliated," Alan shot back at her, as the memory of his own wrongs swept over him.

"Then if we make each other so unhappy, why should we continue to live together?" Natalie demanded. "I'm fed up on it!"

She didn't mean it so much as Alan thought she did. He happened to recall at that moment how many times she had said she would leave him. Maybe she was fed up.

He found it, all at once, less difficult to believe. Hadn't he himself, thought at times—when he was cool, too—that they might be wasting their time in trying to make a go of their marriage?

An echo of his own doubt returned to him now. It helped to overcome the shock he had experienced upon coming face to face at last with the oft-averted crisis—the parting of their ways.

And there was—although he was hardly conscious of it—thought in the back of his mind that he could find sympathy and understanding with Phillipa. He did not feel so utterly hopeless and deserted as he would have felt had this scene with Natalie taken place 24 hours earlier.

Natalie was disappointed in the way he took it. She had not meant to leave without seeing him. Had he not come to her, she intended to send Frances with word that she wanted to see him in her room.

She expected him, in spite of their quarrel, to seek to keep her from going. Not that her mind wasn't fully made up; she'd decided to change her plans, no matter what he said.

A long-distance telephone call, put through to her mother the night before, had resulted in her sudden decision to pay her parents a visit. But she hadn't meant it to be a final separation from Alan.

Pique and outraged pride had caused her to use the old threat when Alan came to her and "acted like he thought I was bluffing," as she put it to herself.

Had Natalie admitted to herself at that moment that she had been bluffing, and hadn't let Alan's incredulity drive her to see her bluff through, she'd have realized that his attitude was only a manifestation of his own pride.

Natalie was one of those women who think too little of a man's pride, and too much of their own. A touch of humility, of tenderness, on her part would have brought Alan to her feet, ready to assume all the responsibility for their quarrel.

But Natalie hadn't learned that success in anything, marriage included, rests largely upon a give-and-take basis. She'd been hurt through Alan, and whether he was guilty or not, she made him suffer.

That one who is made to suffer unfairly may seek solace for his pain is another lesson she had not learned. Not that it would have helped her much to know this.

She was blinded by her emotions. They hid the fact that she and Alan were at a crossroads in their life. And when he stood up and quietly told her that he hoped she knew what she was doing, she did not know how to handle the situation. He should have pleaded, begged her to remain, according to her idea of what ought to happen if he loved her.

"I guess we're both fed up with things as they are," Alan said very soberly. "You're right to go, Natalie."

He emphasised that Yen Hsi-shan wished to retain the "new money" from the increased Customs merely to prevent the South obtaining it. The Tientsin authorities wrote to the Hongkong and Shanghai Bank requesting them not to remit the money to Shanghai, but the bank were still remitting it. It had been suggested that a committee be formed, consisting of Chinese and foreign bankers, who would have the custody of the funds, until the civil war was over, thus ensuring that neither side should obtain the money, but Mr. F. W. Maze wired to Lt.-Col. Hayley Bell refusing to agree to the proposal.

The Northern authorities considered Mr. Maze's attitude as unfair, so the Tientsin authorities had advocated that when the Peking Government has been established, Mr. Maze be no longer employed.

Chu Ao-hsiang further stated that so soon as the Government had been set up in Peking, Mr. Maze would be summoned to Peking as the Inspector General of Customs, and if he refused, he would be dismissed and a new man appointed.

The Northern authorities were considering three steps, firstly to move the Customs House to Chinese territory, in order that Col. Bell and his staff should move to the new Customs House; secondly, if Col. Bell refuses, to dismiss him and appoint a new Commissioner; thirdly, to establish Customs at Tongku where captains of ships could make a declaration of the value of goods on their ships, and duty be collected accordingly.

This would prevent the foreign Customs officials at Shanghai and others from helping the South by not giving papers before sailing from Shanghai.

Yen Hsi-shan always desired peaceful and legal methods, and was most anxious not to destroy the unity of the Customs. He had waited several weeks, during which money was still being remitted to Mr. T. V. Soong. "If the unity of the Customs be destroyed, the responsibility will rest with Mr. Maze and Col. Bell."

(To Be Continued)

AMERICA'S TARIFF MEASURE.

FOREIGN PROTESTS PROVOKE A RETORT.

Washington, June 6. — Warnings by commercial bodies of various countries that the enactment of the present Tariff Bill will lead to retaliation, has provoked the chairman of the Ways

and Means Committee in the House of Representatives to declare that foreign nations resorting to reprisals will find them unprofitable.

A message from New York says the committee of the Importers and Exporters Association has telegraphed begging Mr. Hoover to veto the Bill, as an "unconsidered measure." — *Reuter's American Service.*



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THE CUSTOMS CONTROVERSY.

THREATS BY THE SHANSI FACTION.

Peking, June 6.

At the weekly conference with members of the Press, Chu Ao-hsiang outlined the events in connexion with the Customs at Tientsin, since April 13.

He emphasised that Yen Hsi-shan wished to retain the "new money" from the increased Customs merely to prevent the South obtaining it. The Tientsin authorities wrote to the Hongkong and Shanghai Bank requesting them not to remit the money to Shanghai, but the bank were still remitting it.

He was trying to be sensible, and was about to add that separation for a while would perhaps be good for both of them, but to Natalie it seemed that he was more than willing to give her the support she deserved.

She felt a sickening despair take hold of her, but she fought it out of her eyes and her voice when she answered. "Yes," she said, "I am right. It's degrading to live as we have!"

Alan looked at her haughtily, his disposition to suggest a remedy for the ills of their marriage vanished under her hauteur.

The slow flush of growing anger replaced the pallor of his countenance as Natalie went coolly on with her task. Under the pile of silk garments that she appeared to be rearranging in the case her hands shook pathetically.

Alan got to his feet. "Well, having degrading ourselves," he said frostily, "do we have to make matters worse by being foolish? It seems to me I've heard that this sort of thing—he waved his hand in the direction of Natalie's packing—"is done with grace and charm—in other words, my dear, it's best done in the manner of smart English comedy. Among the better people, I mean."

His tones, light as they were, dripped with the acid of sarcasm.

Natalie looked at him in silence. Every word he uttered convinced her more certainly that she had lost his love. Still her pride urged her to answer them in kind.

"Well," she cried, "what are we to do to be gay and charming?"

(To Be Continued)

Three dredging contracts, amounting in value to more than a million pounds, have been secured by the James Dredging, Towing and Transport Co., of Southampton. The principal contract is in connexion with the drainage scheme of

the River Bann, to prevent flooding from Lough Neagh. It will cost £650,000, and will give employment to Ulster men for five or six years. Two dredgers, a new tug and auxiliary plant are to be specially built for the work.

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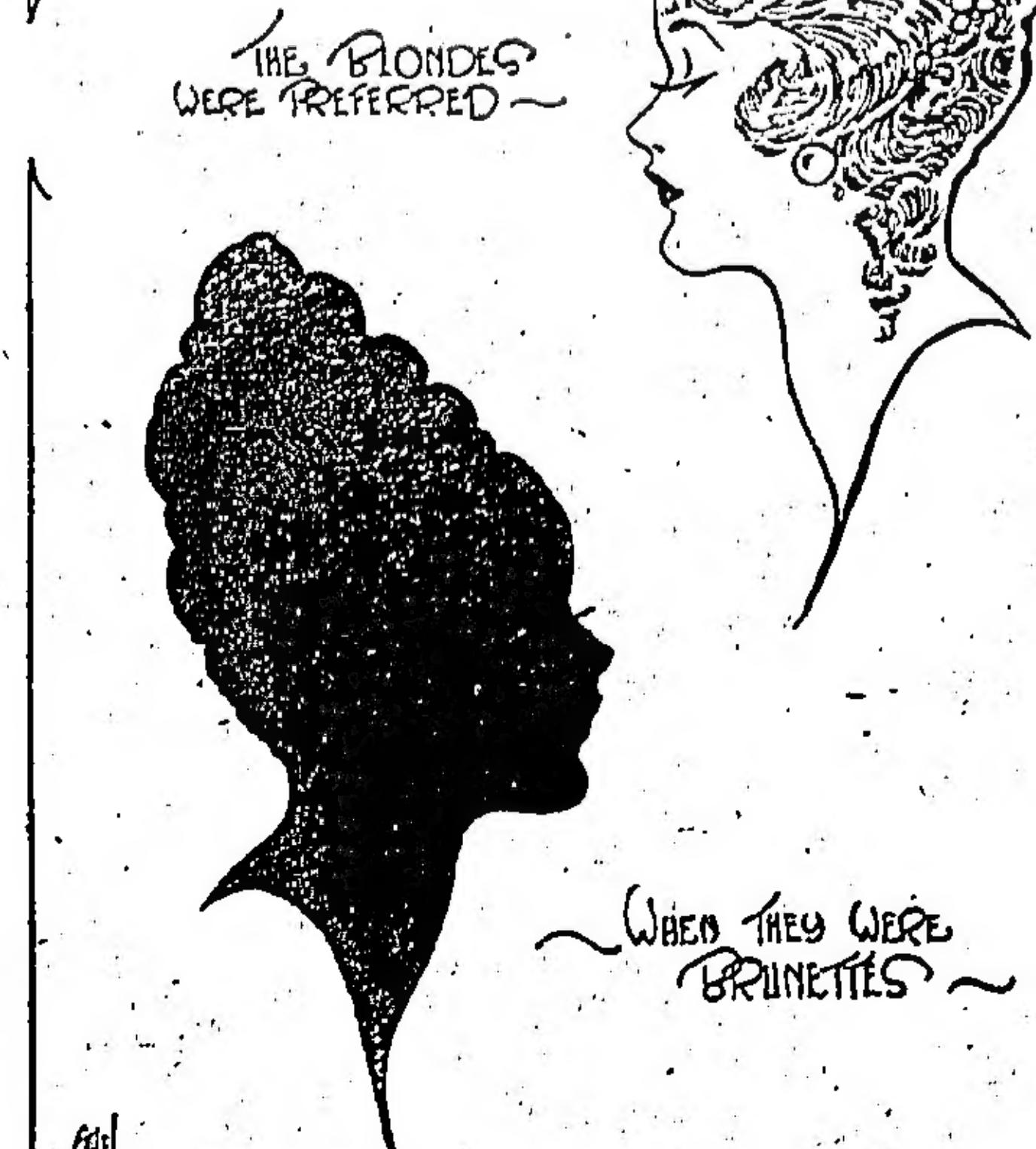
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| TO OSAKA via AMOY, MOJI & KOBE | Hio-sang Yuensang | Thurs 26th June at 7 a.m. Wed 9th July at 7 a.m. |
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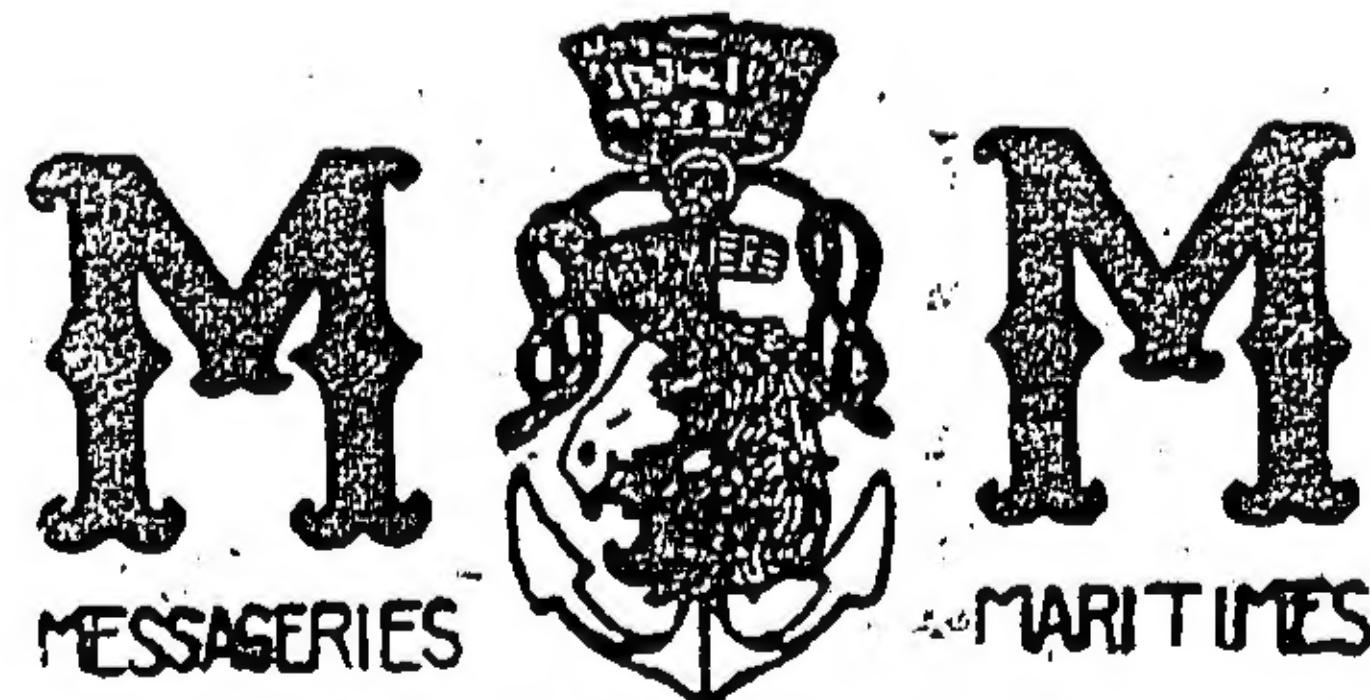
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THE TUTORIAL INSTITUTE.

TENTH ANNIVERSARY.
CELEBRATED.

In celebration of its tenth anniversary, the staff and students of the Tutorial Institute held a concert at the Hop Yat Hall yesterday evening, when opportunity was also taken by the Principal, Mr. N. H. Fok, B.Sc., to present his annual report.

The concert programme consisted of both European and Chinese music, those taking part including a number of students of the Institute. A feature was a one-act Chinese play by Miss Pak Chuan, which evoked loud applause.

The Hop Yat Hall, specially lent for the occasion, was prettily decorated with flags and bunting.

Mr. Fok's report was as follows:

The Institute was started in January, 1921, with the aim of helping students preparing for the local examinations and the entrance examinations of universities and colleges in Shanghai and Canton. A student could select certain subjects which he was weak in and classes were formed to suit both teachers and students. Thus the Institute was started with 15 boys at 15 Caine Road. The number increased up to 45 when the Institute removed to 31A. Caine Road in July the same year. In February 1922 an extension was made on the top floor of 27B Caine Road and the number of boys was then risen up to the limit—namely 86 with 10 boarders. Applications for admission came in continually, but they had to be refused for lack of accommodation.

Expansion.

For two and a half years we had to be contented with this number. However, early in September, 1924, when a block of new building was just completed in Wing Wa Terrace, Hospital Road four flats at Nos. 9 and 10 were at once taken and a Junior School from classes 3 to 8 was formed: Within a week 96 new boys were enrolled. For the sake of direct and better management the Junior School was removed in December, to 44C and 44D Caine Road, opposite to the mother school. Girls were admitted to the Senior and Junior Classes in 1925. In the early part of 1925 the Institute had the highest numbers of boys—295.

In 1927 the Institute was removed to the present building 78, Peel Street, off Caine Road.

I would like to take the opportunity to mention that the Institute has been a self-supporting one. At a time for a period of nine months the Institute was paying for rent alone \$975 per month for 7 flats in Caine Road and over \$1800 per month for teachers, 4 of whom were B.A. and 4 B.Sc., one doctor of Chinese and 5 assistant teachers for the Junior School. This total of over \$2,700 a month was no easy task for a private and self-supporting school to perform.

Successful Students.

While some of our students aim at the local University, many others aim at the universities in Shanghai and Canton. In 1927 our first graduate Mr. J. T. Ho came out of the Chi Chee University, Shanghai, with a B.A. Degree and in 1928, Mr. Lai See-chim was graduated in the Chung Shan University, Canton with a B.B. degree, he has since been a judge in the Chung Fa District. In January last our first girl

CHANGES IN THE N.Y.K. FLEETS.

TWO NEW MOTOR SHIPS READY FOR SERVICE.

When the two new N.Y.K. motor ships Terukuni Maru and the Yasukuni Maru are ready for service, there will be many changes in the N.Y.K. fleets running to Europe and Australia. Three of the vessels at present in the European service will be taken or replaced by these two new motor ships, while the former will take the place of the three that are now on the Japan-Australia run.

The a.s. Kitano Maru, which is on her 49th trip from Japan to Europe, will, on her arrival in Japan on June 22, complete 20 years' service on this run. She will be reconditioned either in Yokohama or Kobe after which she will be transferred to the Australian service in place of the Kaga Maru.

The two other steamers which will be transferred from the European to the Australian service are the Kamo and the Atsuta Maru, these replacing the Tango Maru and the Aki Maru respectively. It is hoped to complete these changes by the end of the year.

The Kitano Maru will leave Yokohama on her first trip to Australia in August and will call at this port on August 18. The Atsuta Maru will be the next to follow, but the Kamo will make another voyage to Europe and will not be able to leave Australia until the beginning of 1931.

Of the two new motor ships which will to join the European fleet of the N.Y.K., the Terukuni is now ready for service and will leave Yokohama on her maiden voyage on June 30. The Yasukuni will follow later.

The other N.Y.K. vessels on the Japan-European run are the Kashima Maru, Katori Maru, Suwa Maru, Fushimi Maru, Hakone Maru, Haruna Maru, Hakozaiki Maru, and Hakusan Maru.

It is understood that nothing has been decided as to what to do with the Kaga Maru, the Tango Maru and the Aki Maru when they have been replaced by the Kitano, Kamo and Atsuta, but there is a probability that they will be transferred to the Japan-India service.

graduate Miss A. M. de Remedios was graduated in the Hongkong University with a B. A. degree. At present 10 of our students are studying in the Hongkong University, about 10 are in the Lingnan University, Canton, and over 40 are in the universities in Shanghai. Mention must be made of a girl graduate in The Yin King University, Peking, two students in a University in Japan, 4 in France, and 6 in the U.S.A.

Sports.

The Institute takes every opportunity to encourage sports activities. Swimming picnics have been frequently held during the summer, Ping-Pong has been the most popular indoor game while the Institute keeps one Volley Ball team, one basket ball team and one football team. This year it has been decided to organize a Water Polo Team. In 1926 our senior basket ball team joined the School League and finished as runners-up but last year we succeeded to win the shield. In 1927 our volleyball team was champion in the School league.

In the same year 4 of our team were chosen to represent Hongkong in the National Athletic Meet, held in Hangzhou in April last, and three of the above were chosen to represent China in the Far Eastern Olympiad recently held in Japan. To sum up, I may say that the Institute has done what it can do to cultivate its students morally, intellectually and physically, and it is hoped that a permanent site for a school and playground can be obtained to carry out its functions to the utmost extent.

CHINESE VIEWS ON TAXATION.

FAILURE OF TWO NATIVE BANKS.

The threat of additional taxation, the collapse of a local Chinese Exchange and the failure of at least two prominent native banks, all go toward having a damaging effect on local trade. In Chinese circles the outlook is very gloomy.

A prominent official of the Chinese General Chamber of Commerce, whose opinion was sought by a representative of the Press yesterday, said that he could not see to what extent the Hongkong Government would benefit by an increase in taxation at this juncture of unprecedented trade depression. What would happen would certainly be a general increase in rents and commodities all round.

Furthermore, taxation would have detrimental effect on those Chinese capitalists with money from Canton and the interior parts of Kwangtung and Kwangsi who desired to invest it in land and property in Hongkong and the New Territories. A general slump in the value of land and property in Hongkong would affect the revenue of the Government from Crown land sales.

The Chinese Chamber of Commerce had from time to time received letters from Chinese traders and shop-keepers complaining about the high cost of rent in the Colony and during the last few days had been flooded with letters regarding the proposal to increase taxation.

The present trade outlook in Hongkong is easily the worst experienced for the last twenty years, surpassing even the period of political strikes and seamen's troubles, said a Chinese banker. He added that not only were many native banks hard hit by the sensational fluctuations on the exchange and the crash at the local Chinese Exchange, but trade generally was depressed.

Our informant said that the import trade with Kwangtung had stopped on account of the low silver value and many Chinese importers who had ordered goods from abroad had lost enormous sums of money.

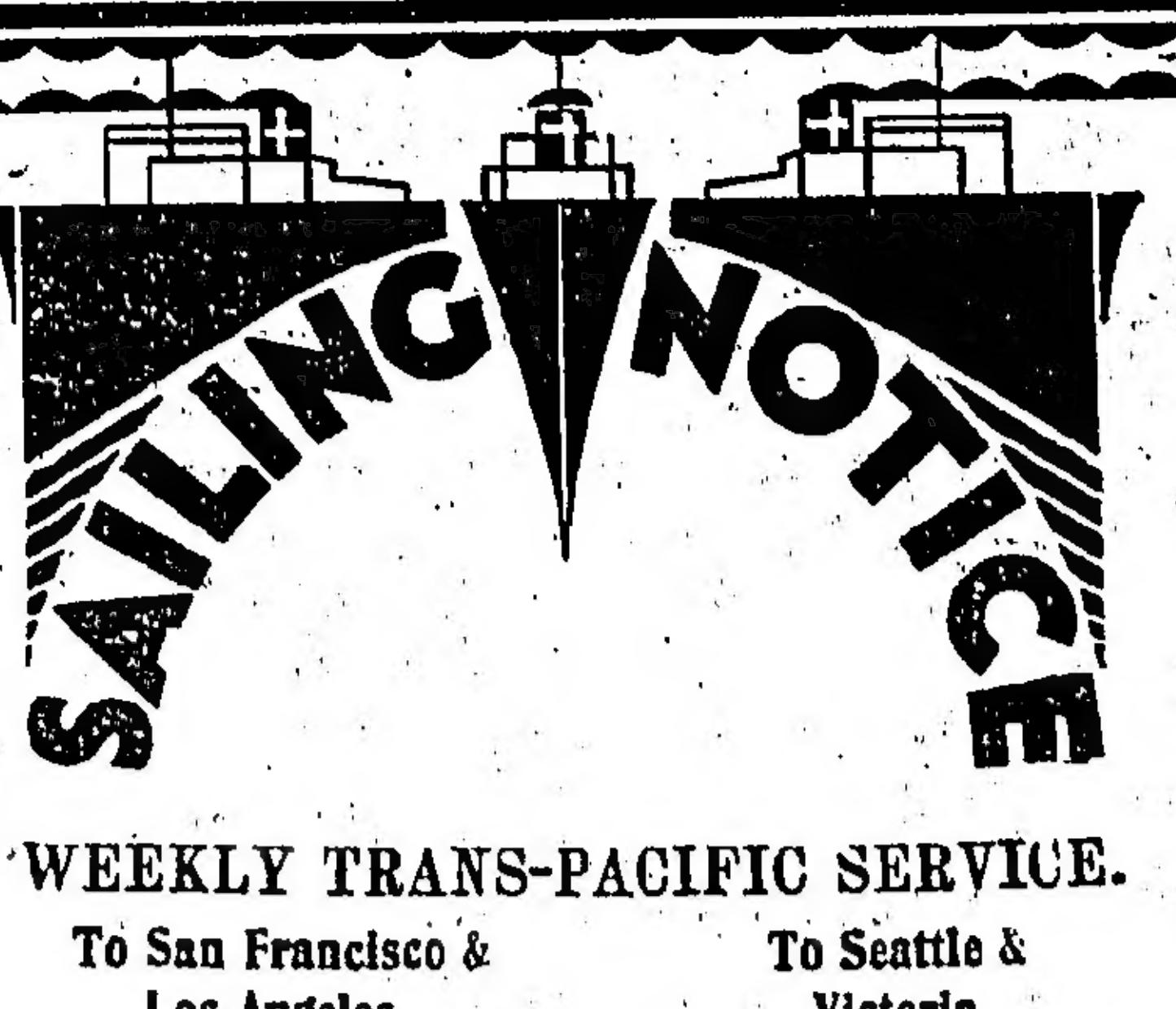
The failure of two native banks which had extensive business connections with firms in Hongkong and Shanghai, caused a mild sensation in local banking circles.

Concerning the crash at the Chinese Exchange the S. C. M. Post representative was informed that the suspension of quotations for "Double Eagles" was still in force and it was not expected that the dispute between the two parties would be settled in the near future.

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SEATTLE, VICTORIA via Shanghai & Japan Ports

Mishima Maru ... Friday, 20th June.

Siberia Maru ... Saturday, 5th July.

LONDON, MARSEILLES, ANTWERP & ROTTERDAM via

Singapore, Penang, Colombo & Suez.

Fushimi Maru ... Saturday, 14th June at 8 a.m.

Hakozaki Maru ... Saturday, 24th June at 7 a.m.

SYDNEY & MELBOURNE via Manila & Ports

Tango Maru ... Tuesday, 24th June

BOMBA via Singapore, Penang & Colombo

Sado Maru ... Wednesday, 11th June.

Tottori Maru ... Friday, 27th June

SOUTH AMERICA (WEST COAST) via Japan, Honolulu, Los Angeles, Mexico & Panama

CONSIGNEES' NOTICES.

CONSIGNEES' NOTICE.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

'The Steamship,
"PORTHOS".
Arrived Hongkong on Tuesday,
the 3rd June, 1930.

From MARSEILLES, &c.

having arrived, consignees of cargo
by her are informed that all goods are
being landed at their risk into the
hazardous and/or extra-hazardous
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Ltd.,
whence delivery may be obtained.No claims will be admitted after
the Goods have left the Godowns, and
all goods remaining undelivered after
12th June, 1930, will be subject to
rent.All claims against the vessel must
be presented to the undersigned on or
before 19th June, 1930, or they will not be
recognized.All broken chafed and damaged
goods are to be left in the
godowns where they will be examined
on the 12th June, 1930, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-

signed by.

THE BANK LINE, LTD.,
Agents.
Hongkong, 6th June, 1930.R. OHL.
Agents.
Hongkong, 3rd June, 1930.MASSAGE HALL
MRS. S. UZUNOYEExpert Massagist
37, Queen's Road C, 2nd floor.M. ASSEUR R. SHIMIDZU.
M. ASSEUSES S. HONDA.
Recommended for many years by
Government Civil Hospital, Peak
Hospital, etc., and by all the local
doctors.

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SERVICE OF FAST MOTOR VESSELS
(With Limited, but exceptionally good, passenger accommodation).Loading Direct For
ANTWERP, ROTTERDAM OR AMSTERDAM, HAMBURG
AND SCANDINAVIA.Sailing about
29th June.M.V. "NAGARA"
SHANGHAI, JAPAN PORTS AND VLADIVOSTOCK.

Sailing about

Passenger Rates Hongkong to Europe £60.
For further particulars, apply to the Agents:-GILMAN & CO., LTD.
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GLEN LINE.

Fare Hongkong to London £22.

TO LONDON, ROTTERDAM, & HAMBURG via STRAITS & COLOMBO.
Steamship "GLENIFFER" 23rd June.

TO SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENAMOY" 18th June.
Steamship "GLENSHANE" 29th June.
Motor Vessel "GLENAPP" 4th July.
Motor Vessel "GLENARRY" 18th July.
Motor Vessel "GLENSHIEL" 1st Aug.

For freight, passage and further particulars, apply to:-

JARDINE, MATHESON & CO., LTD.
AGENTS: THE GLEN LINE, LTD.

THE VOLUNTEERS.

ORDERS FOR THE COMING WEEK.

Hongkong Volunteer Defence Corps
Orders by Major H.B.L. Dowbiggin.
Hongkong, Fri, June 6.

1. Parade.

(a) Corps Band. Band Practice will
in future be held on Mondays at
6 p.m. instead of 5.30 p.m.(b) Corps Signals. Signal Class will
parade at Corps Headquarters at
5.30 p.m. on Thursday, June 12th.(c) Machine Gun Troop. Parade at
Causeway Bay Stables at 5.30 p.m.
on Thursday, 12th June, for
Troop Drill.(d) Machine Gun Company. There
will be a parade of all Officers
and Section Sergeants at 5.30 p.m.
on Tuesday, 10th instant, at
Headquarters.(e) Scottish Company. Parades
Thursday, 12th June, 1930.
Machine Gun Instruction.
No. 6 Platoon at Kowloon Dock
under Lt. G. Duncan, M.B.E.No. 7 Platoon at Headquarters
5.30 p.m. under Captain H. R.
Forsyth.(f) Portuguese Company. A Lewis
Gun Competition will be held on
Friday, June 13th. All members of
the Company must make a
special effort to attend.

2. Rifles and Bayonets.

All rifles, rifle slings, bayonets and
scabbards will be handed into Store
as soon as possible for the Annual
Inspection by the Armourer.All the above must be in a thorough-
ly clean condition when handed in.

3. Orders—Items For.

Cases have recently occurred of non
rendition to Headquarters of items
for orders. Company etc. Com-
manders will please ensure that any
such items are rendered to The Ad-
jutant by 9 a.m. on every Thursday.
Nil returns to be rendered when ap-
plicable.

4. Parade Attendances.

In future Officers Commanding
Companies etc. will inform the Ad-
jutant in writing of the names of
those who have attended each evening.
This must be done immediately on
the termination of each parade.

5. Strength.

No. 1569 Pte. E. J. Spairs, Armoured
Car Company, Motor Cycle Section
has been taken on the strength and
posted to the Unit as from 2nd June,
1930.

6. Struck off the Strength.

Having completed 3 years' Service.
No. 1078 Pte. E. L. Vans, Portuguese
Company, as from 4.30. Permitted
to resign.No. 1226 Pte. E. A. Souza, Por-
tuguese Company, as from 3.6.30.

7. Hongkong Flying Club.

A copy of the Articles of Associa-
tion of the Hongkong Flying Club
has been received and may be seen
on application to Adjutant at Head-
quarters.It is hoped, in the near future,
to form a Flying Section of the
H.K.V.D.C. As the numbers of this
Section will be strictly limited, ap-
plication to join will be considered in
order of priority.W. H. G. GOATER, CAPTAIN,
ADJUTANT H. K. V. D. CORPS.
Notice.Soldiers' Club Billiards Tournament.
The above will be held at The
Soldiers' Club, Hongkong and the
Corps has entered a Team from the
Portuguese Company.

The dates are follows:

1st. Round—July 3rd. and 4th.
2nd. Round—July 24th. and 25th.
3rd. Round—August 4th and 5th.All members of the Corps wish the
Team the best of luck.Torquay is to have a new winter
garden and extensive grounds and
a large concert hall in the middle
of the promenade. Subsidiary
work on the £150,000 scheme will
begin next month, but the main
scheme will not be started till
next winter.TRINITY COLLEGE
OF MUSIC.RESULTS OF PRACTICAL
EXAMINATIONS.The following are the results
(supplied by the local Secretary) of
the Local Practical Examinations held
in Hongkong on 2nd, 3rd, 4th, and
5th June. Where not otherwise
stated the examinations are for Pianoforte.
The examiner was Mr. Albert
Mallinson, F.T.C.L. The total of
marks required for a Pass Certificate
is 65 per cent. and for a Certificate
of Honour 80 per cent.

HIGHER LOCAL.

Honours.

Aurea Baptista 81
Caroline Braga 93
Anita Silice 86
Irene Ung 81

Pass.

Francis Lau 78
Fuki Inouye 68

SENIOR.

Honours.

Albert Edward Gutierrez (Violin) 83
Harold Clarence Leong (Violin) 80

Pass.

Lily Agnes Shearer 78
Iu Fook Kwan 77
Declinda Gosano 73
Suni Ishisaki 72
Olga Azezo 71
Gladys Florence Grimmitt 68

INTERMEDIATE.

Honours.

May Chan 93
Gertrude McNeilie 86
Beatrice Rose Cullen 86
Isobel Pestoni 82
Maria Helena Pinheiro 80

Pass.

Mary Braga 80
Doris Li 74
Ansie Lee 73
Austra Miller 71
Maria de C. G. Gomes 69
Maria Branca Pinheiro da Costa 69
Hilda Alice Wood 66

JUNIOR.

Honours.

Pureza D'Eca 92
Hung Hing Lo (Violin) 85
Amparo Faulo 85
Agnes Laing 85
Amparo Karadag 84

Pass.

Grace Swan 78
Mary Albers 77
Clement Leong 76
Marion Adam Tillary 75
Winnie Smith 76
Dora Ellis 75
Avelina Gosano (Violin) 73
Chi Yin Lee 73
Kathleen Mackay 72
Alvena Laihovetsky 71
Luz Faulo 69

WAI KI CHENG.

Charles Morrison (Violin) 80
Wai Ki Li 79
Takako Aikawa 78
Bebe Koh (Violin) 78
Sachiko Aikawa 76
Charlotte Sanger 76
Mary Frances Wallace 75
Wai Man Cheng 75
Andre Pestoni 74
Renee Lau 74
Tin Yan Kwok 74
Dora Chow 74
Ilse Riecken 73
Beatrice Kan 72
Maurice Kan 71
Gerdie Riecken 70
Doris Fenton 70
Margaret Chan 69

FIRST STEPS.

(No honours in this grade).

Clotilde Andrade 94
Phyllis Mooney 91
Rachel Rego 90
Alice Leung 89
Henrique Augusto Rozario 88
Alex Henkina 87
Agnes Chan 87
Desmond Broad Hooper 87
Mable Hensley 86
Margaret Helen Macfayden 84
Mary Braga (Violin) 83
Alison Black 82
Elizabeth Rousseau 81
Jean Alice Letitia Hooper 80
Stanley To 80
Wai Ki Cheng 80
Charles Morrison (Violin) 80
Wai Ki Li 79
Takako Aikawa 78
Bebe Koh (Violin) 78
Sachiko Aikawa 76
Charlotte Sanger 76
Mary Frances Wallace 75
Wai Man Cheng 75
Andre Pestoni 74
Renee Lau 74
Tin Yan Kwok 74
Dora Chow 74
Ilse Riecken 73
Beatrice Kan 72
Maurice Kan 71
Gerdie Riecken 70
Doris Fenton 70
Margaret Chan 69

FORTNIGHTLY FREIGHT SERVICE FOR

BRINDISI, VENICE & TRIESTE

Taking Cargo on through Bills of Lading to Fiume, Genoa, All Italian,
Adriatic, Levant, Black Sea and Danube Ports.

NEXT SAILINGS FROM HONGKONG

For Shanghai, Singapore & Japan & Europe.

+ ALIPORE 5,273 18th June.

RANPUR 16,601 21st June.

LAHORE 5,304 28th June.

KARMALA 9,128 5th July.

*Cargo only. *Calls Karachi.

Frequent connections from Port Said for Passengers and Cargo to
Constantinople, Paphos, Smyrna and other Levant by Steamers of the
Khedivial Mail S.S. Co.

BRITISH INDIA-APCAR SAILINGS.

TAKADA 9,949 21st June.

TALMIA 10,000 26th June.

SHIRALA 7,841 5th July.

TAKLIMA 7,935 4th July.

B. I. Apacar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS 4,500 4th July.

NELLORE 6,853 3rd Aug.

TANDA 6,956 5th Sept.

Regular Monthly Sailings from Hongkong to Japan and Hongkong
to Australia.The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Nanking,
Cebu, Kulambagan, Tawau, Timor, Darwin, or other ports en route as
indication offers.

Frequent connections from Australia with the following:-

The Union S.S. Co.'s Steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.

The P. & O. French Royal Mail Steamers to London via the Ceylon.

The New Zealand Shipping Co. Steamers to Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

SHIRALA 7,841 10 June. 6 a.m.

Amoy, S'hai, Moji, Kobe
& Osaka

ST. ALBANS 4,500 10 June. D'light.

Moji, Kobe, Osaka & Yoko

MOREA 10,954 20th June.

S'hai, Moji, Kobe & Yoko

TAKIWA 7,936 23rd June.

Amoy, Moji, Kobe & Osaka

KALYAN 9,144 4th July.

S'hai, Moji, Kobe & Yoko

*Calls at Tsingtao & Wei-hai-wei.

All dates are approximate and subject to alteration without notice.

THE HONGKONG

PENINSULA HOTEL: HONGKONG HOTEL: REPULSE BAY HOTEL: PEAK HOTEL AND

SHANGHAI ASTOR HOUSE: PALACE HOTEL: HOTELS LIMITED.

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DANCING: After Dinner every Tuesday, Thursday and Saturday.

MUSIC: On the VERANDAH every Saturday from 12 noon to 1.30 p.m. and every Tuesday, Thursday and Saturday from 7.30 to 8.30 p.m.

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LOCAL VIEWS
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Studio, Ice House St Branch 7, Beaconsfield Arcade

TO-DAY ONLY. at 2.30, 5.30, 7.20 & 9.20.

COLLEEN MOORE

in

"TWINKLETOES"

Gay Colleen in Golden Curls and the greatest role of her life!

Make a date with "Twinkletoes" and she'll steal your heart away.

AT THE MAJESTIC NATHAN ROAD, KOWLOON.

Printed and Published for the Proprietors by FREDERICK PERCY FRANKLIN, at 1 and 8, Wyndham Street, in the City of Victoria Hongkong.

ARMY OFFICERS KIDNAPPED.

AN OUTRAGE IN INDIA BY ACHAKZAI RAIDERS.

LADY A VICTIM.

Simla, June 6. Major Farley and Captain and Mrs. Frere were kidnapped to-day on the Wutetchaman Road by Achakzai raiders. Afghan troops are now endeavouring to secure their release.—Reuter.

Warning to Congress.

Bombay, June 6. Shankatali, who was one of Gandhi's right hand men in the 1921 non-co-operation movement, has condemned Gandhi's campaign as being uncalled for, untimely and ill-conceived, it having raised a wall between Hindus and Moslems.

He said Congressmen had so far failed to make any impression on the Government and were now making efforts to drag in the Moslems. He gave an assurance that Congressmen would soon be disillusioned.—Reuter.

AIR FORCE ACTION.

Peshawar, June 6. Considerable forces of Afridis entered Peshawar district, with the intention of attacking the cantonments, but local villagers refused to join them, and many of the Afridis withdrew.

Gangs remained, however, and destroyed culverts and felled trees on the strategic roads before they retired.

The R. A. F. pursued and attacked them; and later a column marched out and engaged the gangs the whole day.

The nature of the country rendered their ejection from the district exceptionally difficult, and the troops sustained some casualties.—Reuter.

ANOTHER POLICE RAID.

Bombay, June 6. Three hundred police, armed with lathis, and fifty armed with firearms, under thirty European police officers, surrounded the Congress headquarters, for the third raid since the civil disobedience campaign was launched.

Six members of the war council of the Congress Committee were arrested, including the president, Mr. Joshi.

Documents were also seized, including the Congress Bulletin, which has been published despite official prohibition.—Reuter.

OFFICIAL RESOURCES SUFFICIENT.

London, June 6. In the House of Commons, Mr. Wedgwood Benn replied to Sir Austen Chamberlain that the resources at the disposal of the Indian Government for the preservation of internal and external peace were sufficient.—Reuter.

FOUR NEW LOCAL DOCTORS.

TWO LADIES INCLUDED IN LATEST LIST.

The following names have been added to the list of medical practitioners:

Lam Chi Wie, 21, Bonham Road, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

Peter Pau Tak Kien, 15, Canal Road, West, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

Miss Pau Choi Chue, 15, Canal Road, West, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

Miss Parrin Kuttonjee, 39, Haiphong Road, Bachelor of Medicine and Bachelor of Surgery of the University of Hongkong.

R. Tylsley.—Although he visited Australia in 1924 and 1925 his best bowling has been in England. Against South Africa, for instance, he appeared to advantage in four of the five matches. Four times he has taken eight wickets in an innings, and on numerous other occasions seven of the ten. He is also a very clever fielder, and while known as a bowler, can also wield the bat to good effect. Born at Westhoughton on March 11, 1898.

White.—The famous left arm slow bowler who visited Australia in 1923 and 1929 and amazed the Commonwealth with his skill and stamina. His harvest of wickets began in 1913 when he captured 93. From 1919 down to the end of last season he has captured in England over a hundred wickets in each of the eleven seasons. Has played for England on many occasions, and in Australia has captained the English team. Can also score runs, his highest being 192 against Nottinghamshire. He is on the Selection Committee. Born at Holford on February 19, 1891.

Woolley.—The best left hander at the present time—a magnificent driver, strong on the leg side and

ENGLAND'S TEST TEAM.

(Continued from Page 1.)

Hendren.—Making his debut in 1907, Hendren has scored over a hundred centuries, the magic number being completed upon the occasion of his third trip to Australia in 1928-1929. Just before leaving England on that tour he had scored over 3,000 runs during one season for the second time in his career. In 1913 he made thirteen centuries in one season and his highest score of 277 not out was put up at Lord's v. Kent eight years ago. His previous best was 271 for the M.C.C. against Victoria at Melbourne in 1920. Hendren, who made a riot of runs for the M.C.C. during the recent tour in the West Indies was born at Chiswick on February 6, 1889.

Hobbs.—England's best batsman of recent years. In 1925 he passed the record of centuries (126) made by W.G. Grace. The highest score he ever made was 316 not out at Lord's in 1926 in the Middlesex-Surrey match. In the previous year he made 16 centuries and passed the record held by C.B. Fry, Tom Hayward and Pat Hendren. Up to the end of last season he had scored 170 centuries, 148 in England. Upon four occasions has scored a century in each innings when playing for Surrey. During his fifth visit to Australia he scored his twelfth century in Test matches against the Commonwealth—an easy first in the race for hundreds. He first visited Australia in 1906. He was born at Cambridge on December 16, 1882.

Larwood.—The fast bowler who, as a lad, worked at a coal mine at Anerley Colliery. He made his debut in 1924 and at the end of the season in 1926 he had not only taken 96 wickets for Notts, but had enjoyed the honour of playing for England against the Australians at Lord's and the Oval in his 22nd year. He went to Australia in 1928-1929, played in all the Tests and took 18 wickets. Larwood is also a useful batsman. At Brisbane, in his first Test, he made 70 and 37. Born at Nuncarate on November 14, 1904.

Robins.—One of England's best all round cricketers. He again proved his worth to Middlesex last year by taking 125 wickets and scoring nearly 900 runs. On his third appearance for Cambridge in the Varsity match he scored 53 and 101 not out in addition to capturing eight wickets. A googly bowler of outstanding ability, Robins has justified his selection for the Test team. He was born at Stafford on June 3, 1906.

Sutcliffe.—One of England's leading batsmen. Before making his first visit to Australia he attracted chief attention in domestic cricket but his success down under in 1924-1925 brought him into world wide prominence. During that season he not only scored 115 in the second innings of the first Test at Sydney but followed it up with 176 and 127 at the following test in Melbourne. His Test aggregate of 734 (average 81.55) made a world's record until Hammond broke it in 1928-1929. Upon nine occasions have Sutcliffe and Hobbs put up century partnerships for the first wicket on behalf of England v. Australia. Born at Pudsey on November 25, 1894.

Tate.—Has not only proved to be a greater bowler than his father and an indispensable Test match player, but one who can take the other side's bowling by the scruff of the neck and make a fool of the other fellow's craft. Proof of his versatility lies in the fact that at the end of the 1925 season he had established a record by taking 200 wickets and scoring 1,000 runs for three years in succession. On his first visit to Australia he took 38 wickets—a record for the Test series. Born at Brighton on April 29, 1895.

R. Tyldesley.—Although he visited Australia in 1924 and 1925 his best bowling has been in England. Against South Africa, for instance, he appeared to advantage in four of the five matches. Four times he has taken eight wickets in an innings, and on numerous other occasions seven of the ten. He is also a very clever fielder, and while known as a bowler, can also wield the bat to good effect. Born at Westhoughton on March 11, 1898.

White.—The famous left arm slow bowler who visited Australia in 1923 and 1929 and amazed the Commonwealth with his skill and stamina. His harvest of wickets began in 1913 when he captured 93. From 1919 down to the end of last season he has captured in England over a hundred wickets in each of the eleven seasons. Has played for England on many occasions, and in Australia has captained the English team. Can also score runs, his highest being 192 against Nottinghamshire. He is on the Selection Committee. Born at Holford on February 19, 1891.

Woolley.—The best left hander at the present time—a magnificent driver, strong on the leg side and

COMMONS DEBATES RUSSIA.

QUESTION OF PROPAGANDA DISCUSSED.

LABOUR'S ATTITUDE.

London, June 6. The House of Commons has adjourned for the Whitsuntide Recess until the 17th instant, after a debate on Russia, raised by the Conservatives.

Mr. Arthur Henderson, replying, said it was vitally important to facilitate trade between ourselves and countries where there were potential markets. He declared that the breaking off of relations would not alter the position regarding propaganda in the slightest.

Continuing, Mr. Henderson said that to outlaw a country like Russia would have no effect upon European or world peace. He did not think any one would dare to challenge that. Supposing the Labour Government had broken off connexions with Russia, it might have stopped the flow of orders that were beginning to come in and which were likely to come in in increasing degree, for a few months.

He was not going to try to persuade the House that propaganda was not going on, but he had to bring the propaganda home to the Soviet Government before he could take action. If this or any other Government at this stage protested to Russia on the question of propaganda without being satisfied that the Russian Government were responsible for instigating or financing it, they would not be worthy of their position, and, so far as he was concerned, he would not be a party to the Government taking such a step.

While the Government had responsibility and must consider Russia in its relation to world peace and British trade they must be the judges in the first instance of what had happened. The Government had, moreover, set up machinery in connexion with this matter. Having set up this machinery, they would at the right time take appropriate action. One would have thought that the mere fact that the Government had indicated their dissatisfaction with the present position and set up that machinery would have given satisfaction to members of the House. The result that they all desired was to bring about a cessation of propaganda and satisfy themselves if it continued that Power with whom they were in friendly relations was not responsible. He asked the House to continue its confidence. They were determined that the machinery they had set up should test all information.—Reuter and British Wireless.

NATIONALISTS IN JEOPARDY.

(Continued from Page 1.)

All business connexions between Shanghai and Changsha have been suspended, since the receipt of news of the fall of the city and some cargo boats on their way to Changsha from Hankow have returned to Yochow and discharged their goods there.

Extensive troop movements on the Hupeh-Hunan frontiers indicate that a big battle will take place there and Nanking messages state that Marshal Chiang Kai-shek may personally lead the Hankow and Wuchang troops to defend Hupeh.

Shanghai, June 6. A report from Changsha states that 4,000 Kwangsi-ites entered the city to-day, which is very peaceful. It is reported that General Pei Chung-hsi has arrived and General Li Chung-yen is expected shortly.—Reuter.

The police last night received a report from the Naval authorities to the effect that Frederick Thomas Home, a First Class Stoker, of H.M.S. Suffolk, has been missing from his ship since seven o'clock on Thursday morning.

A past master of the square cut. Scored the hundredth century of his career last season. Has visited Australia as well as South Africa on three occasions. His highest score is 305 not out for the M.C.C. against Tasmania in 1911. His highest in England is 270 against Middlesex in 1923. Upon four occasions he has scored more than 2,000 runs and with his slow left hand deliveries taken more than a hundred wickets in one season. Born at Tonbridge on May 27, 1887.

Come On! Join the Party!

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DOUGLAS FAIRBANKS, JR.

ANITA PAGE

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JOAN CRAWFORD
in
OUR MODERN MAIDENS

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LIONEL BARRYMOREFINAL SHOWINGS TO-DAY
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